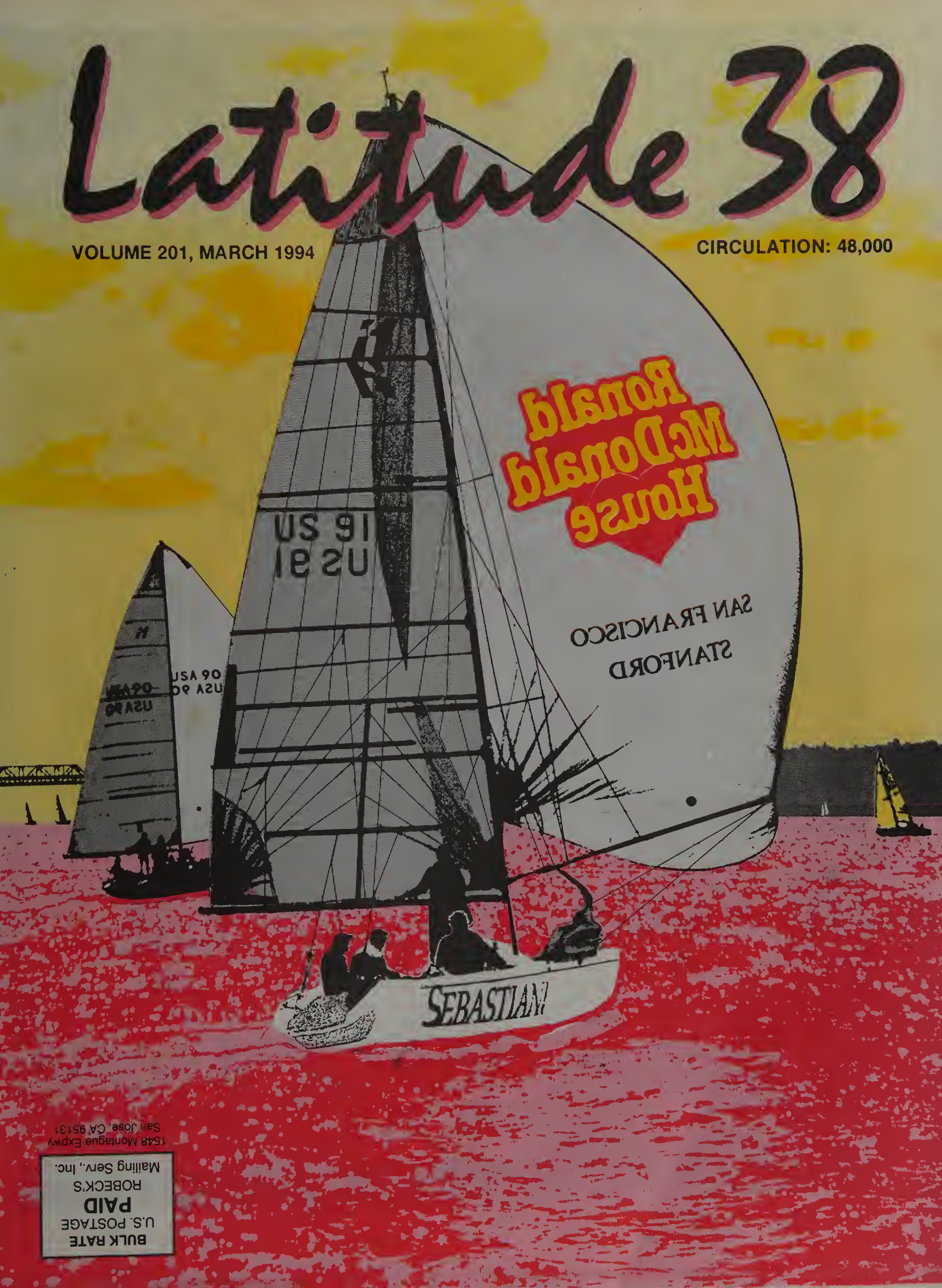


Latitude 38

VOLUME 201, MARCH 1994

CIRCULATION: 48,000



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We're All Following a *Moon Shadow*

photo: Arthur Scullion



***Moon Shadow**

Moon Shadow, Jack Scullion's 38-foot Morgan, is sensibly rigged for single-handed and family cruising. But Jack can't pass up the chance to compete in single-handed race events -- like the Singlehanded Sailing Society's Three Bridge Fiasco. A popular race with over 250 double- and singlehanders, the competitors are required to round Crissy bouy at the Golden Gate Bridge, Treasure Island under the Bay Bridge, and Red Rock near the Richmond-San Rafael Bridge - in any order, from any direction, starting and finishing in front of the Golden Gate Yacht Club.

Jack sailed *Moon Shadow* into first place in the 40-boat singlehanded division. And he did it by going the wrong way. Leaving Alcatraz to starboard after the start, he looped around Treasure Island also to starboard, met the fleet head on at Red Rock, followed the bread crumb trail through Raccoon Straits, then sailed for Crissy bouy and on to the finish.

So how can Jack sail the wrong direction and still win?

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Jacques Mueller and Mike Lockwood returning from Drakes Bay Bare Boat Class

3

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COVER PHOTO: *Latitude 38/*
Who says wine and bergers don't go together.

Graphic Design: Colleen

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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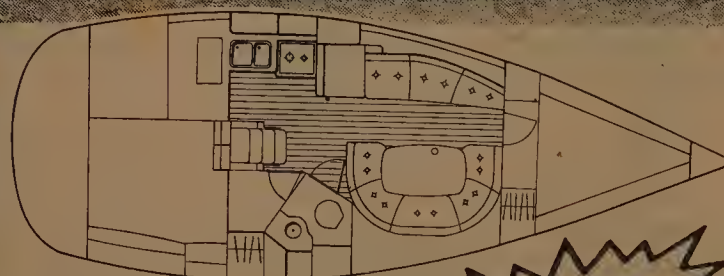
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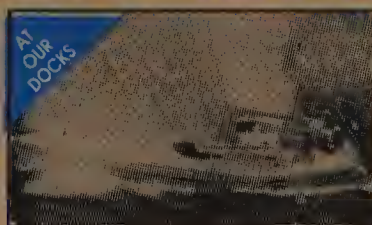
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BENETEAU FIRST 456, 1983. Frers-designed racer/cruiser boats three cabins in large interior. Priced to move at \$135,000.

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Boats in Bold Are Located in Richmond

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27'	CATALINA, 1974 reduced to 12,500
27'	ISLAND PACKET, 1988 55,000
28'	ISLANDER, 1984 24,900
30'	LANCER, 1985	..... 24,995
30'	ALBIN BALLAD, 1978, excellent	..... 19,500
31'	ISLAND PACKET, 1986	..... 69,000
33'	PEARSON, 1986	..... 49,000
34'	WYUJE, 1980	..... 33,000
35'	C&C, 1972, needs work	..... 18,000
35'	NIAGARA, 1981	..... 59,500
35'	ISLAND PACKET, 1989	..... 129,000
36'	ISLANDER, 1976, diesel	..... 37,500
36'	PEARSON, 1985	..... 69,500
36'	CATALINA, 1985	..... 60,000
38'	ISLAND PACKET, 1989	..... 139,500

SAIL - cont'd

38'	BALTIC, 1983	..... 135,000
38'	CABO RICO, 1988	..... 160,000
40'	ISLANDER MOTORSAILER, 1973	..... 84,500
40'	PASSPORT, 1982	..... 135,000
40'	X-119, 1990	..... 128,000
40'	CAPE DORY, 1985	..... 135,000
40"	TARTAN, 1986	..... 145,000
41'	MORGAN OI, 1979, clean cruiser	..... 65,000
41'	NELSON-MAREK, 1982	..... 59,900
41'	C&C, 1984	..... 99,500
42'	TARTAN, 1982	..... 115,000
43'	MASON, 1982	..... 145,000
44'	HYLAS, 1985	..... priced to sell 149,500
49'	TASWELL, 1991	..... 449,000

BENETEAU BROKERAGE

34'	BENETEAU OCEANIS 350, 1988	.... 59,975
35'	BENETEAU FIRST 35s5	..... 82,500
36'	BENETEAU 35s5, 1989	..... 82,500
37'	BENETEAU OCEANIS 370, 1991	.. 112,000
39'	BENETEAU 390, 1990	..... 120,000
43'	BENETEAU 432, 1987, new eng	.. 109,000
45'	BENETEAU FIRST 45f5, 1991	..... 239,000
45'	BENETEAU 456, 1983	..... 135,000
POWER BROKERAGE		
27'	SEA RAY, engine overhaul	..... 23,000
31'	TIARA HARDTOP, 1984...offers/try	70,000
31'	TIARA FLYBRIDGE, 1988 110,000
33'	TIARA OPEN, 1990 REPO! 119,500

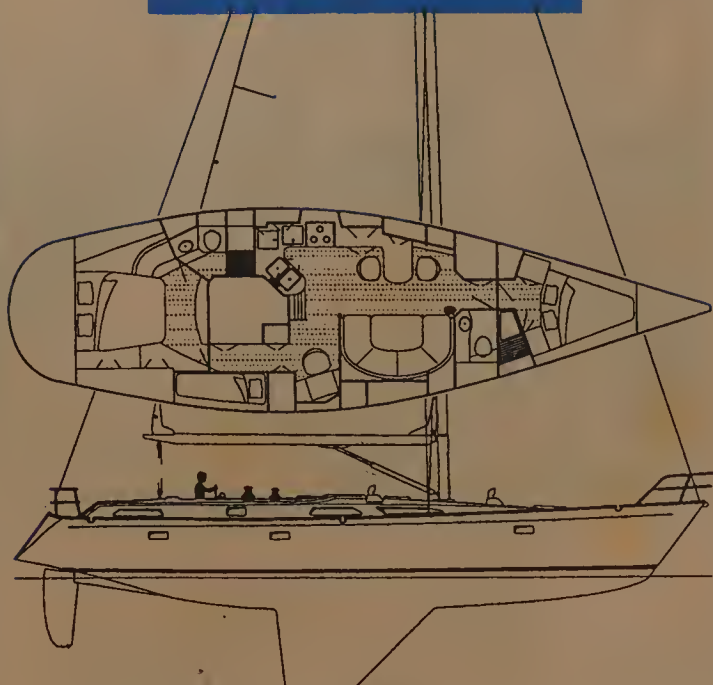


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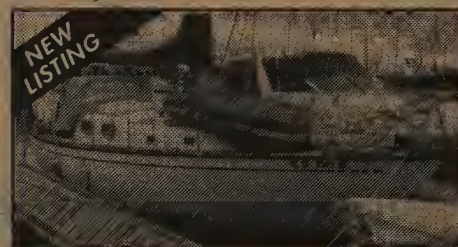
33' PROUT79,500
Offshore cat, fast & flat.



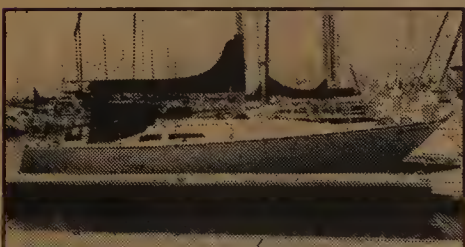
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clean.
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Selected Listings

24' YANKEE DOLPHIN	7,950	38' KAISER KETCH	59,900
27' ERICSON	12,500	41' CORONADO	54,500
27' CAL Mk III	12,750	43' NEW ZEALAND CTR	149,500
28' ISLANDER	15,900	44' LANCER TWIN TURBO ...	129,500
28' BRISTOL Channel ctr	57,000	47' JEANNEAU	149,500
30' ISLANDER BAHAMA	25,000	47' CELERE	New Production
32' EVASION Pilothouse	36,950	49' ALBIN TRAWLER	149,000
32' PEARSON 323	38,500	50' COLUMBIA	109,500
33' PROUT CATAMARAN	79,500	50' COLUMBIA	119,500
35' ALBERG	29,900	51' TATOOSH	299,000
35' COLUMBIA 10.7	29,950	51' BENETEAU	2 from 128,000
35' CHEOY LEE LION	37,500	60' MORGAN	275,000
36' CATALINA	79,900	65' MACGREGOR	124,950
36' FREEPORT Islander	59,950		
36' C & C	48,500		
37' RAFIKI	69,900		
37' RAFIKI	New Listing		
38' MORGAN Moon Shadow	54,500		



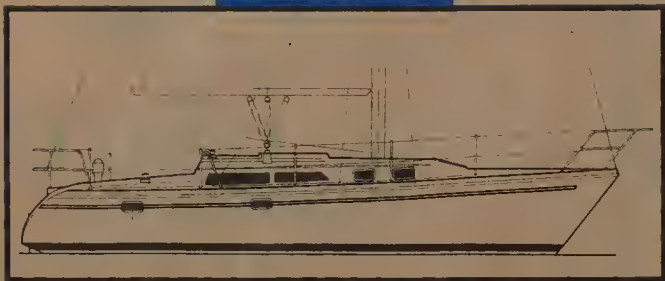
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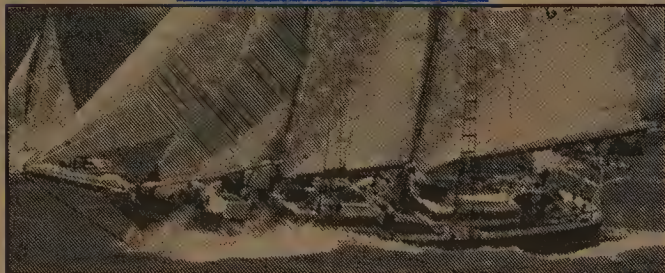
BROKERAGE

24'	Columbia, 1963	\$3,500
25'	Catalina, 1987	\$12,900
27'	Catalina, 1974	\$9,750
27'	Cal T-2, 1973	\$12,500
27'	Santa Cruz, 1986	\$13,900
30'	Cal, 1963	\$19,900
30'	Catalina, 1984	\$29,500
33'	Ranger, 1970	\$22,500
33'	Yorktown, 1973	\$14,950
36'	Lapworth, 1957	\$22,000
42'	Beneteau, 1985	\$109,500
50'	Santa Cruz, 1979	\$189,500
50'	Santa Cruz, 1984	\$199,500

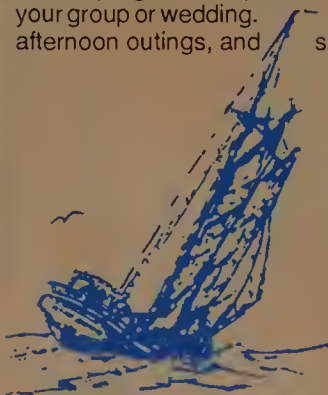
POWER

40'	Gulf Com., 1986	2 from \$115,000
36'	Uniflite, 1973	\$50,000
25'	Bayliner Ciera, 1990	\$31,000

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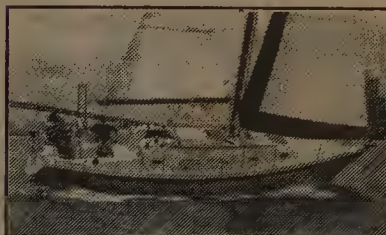
30' PEARSON	24,500	41' C&C	98,500
31' PACIFIC SEACRAFT	67,500	41' MORGAN OI	69,500
32' ERICSON	67,500	43' MASON	159,900
33' CAPE DORY	59,950	43' SPINDRIFT	179,000
35' BENETEAU FIRST	66,000	43' KETTERBERG	58,000
35' MASON	32,000	44' PEARSON RACER	65,000
36' PETERSON One-Ton	34,500	44' GULFSTAR	77,000
37' RAFIKI	78,500	44' PETERSON	112,500
37' TAYANA	88,500	45' COLUMBIA	67,000
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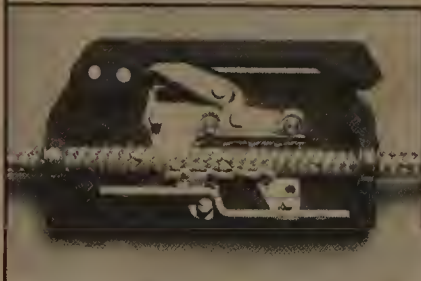


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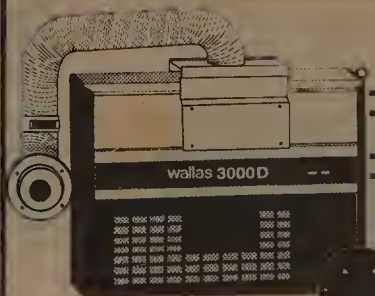
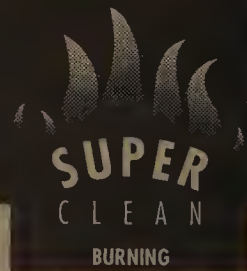
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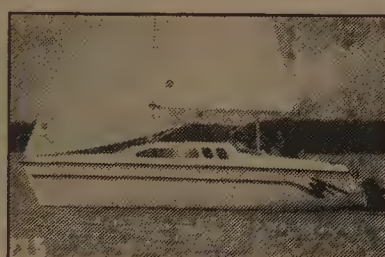
at 4730 Myrtle Ave., Sacramento

March 9 – 13

10 a.m. – 5 p.m.



Hunter 19



Hunter 23.5



Hunter 26



Capri 14.2.....\$2,150



O'Day 17\$1,995



Vagabond 17 ... 2 from \$3,250



MacGregor 19\$11,850



Ranger 20.... 2 from \$3,995



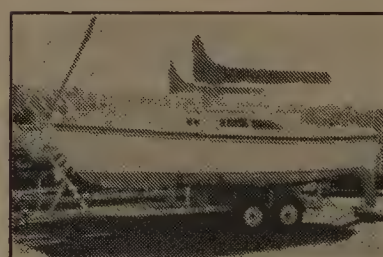
Catalina 22\$3,995



Clipper 26\$4,195



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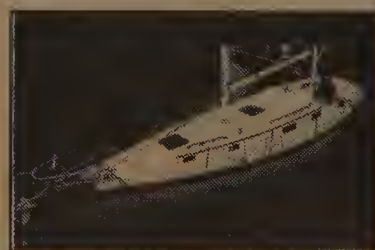
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35' BRISTOL, '79 49,000
37' HUNTER LEGEND '87 69,900

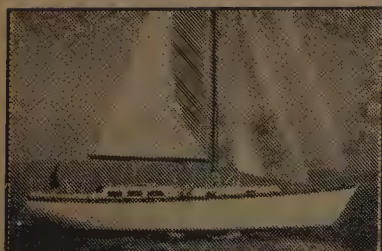
37' TAYANA CUTTER, '78 67,900
37' CUSTOM PILOTHOUSE, '85 ... 110,000
40' C&C, '82 72,000

45' LAPWORTH, '56 32,000
46' SEA STAR P/H, '83 145,000
47' KETTENBURG, '47 29,900
57' RASMUSSEN KETCH, '25 58,000

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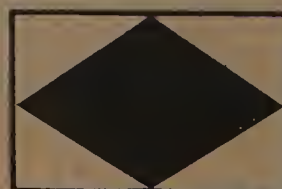
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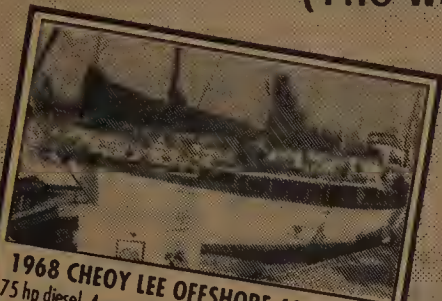
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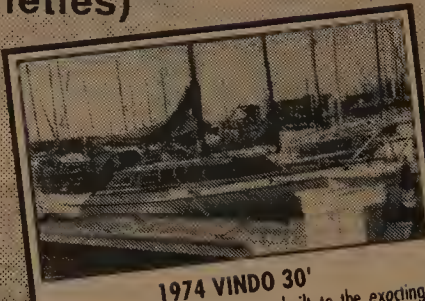
March 12 & 13

(weather permitting)

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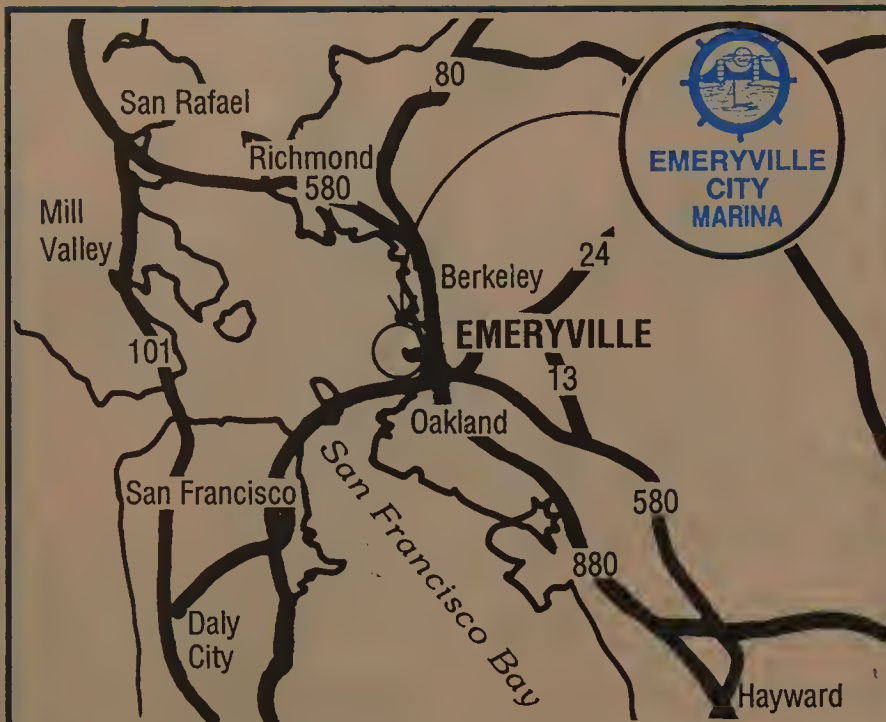
30'	VINDO	33,000
31'	HUNTER	29,500
32'	GULF PH	39,500
33'	RANGER	25,000
33'	ENDEAVOUR	42,900
35'	BRISTOL 35.5	57,000
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40'	CL OFFSHORE YWL	56,500
40'	CL OFFSHORE SLP	68,000

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33'	NORWEST	42,000
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35'	YOUNG SUN	62,500
37'	ENDEAVOUR	59,500

38'	MORGAN 38-2	Inquire
38'	MORGAN MoonShadow	54,500
38'	ERICSON 382	74,900
38'	MORGAN 382	69,750
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45'	LIBERTY 458	184,000
50'	FORCE 50	142,900
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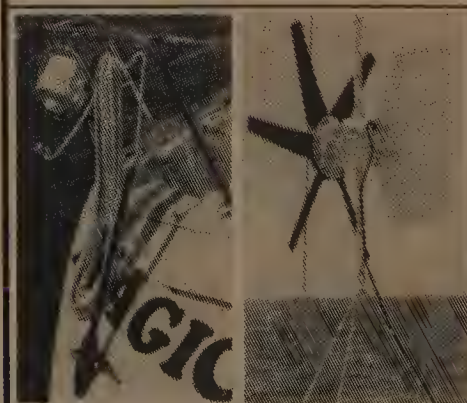
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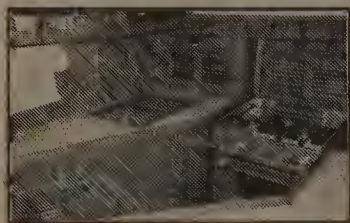
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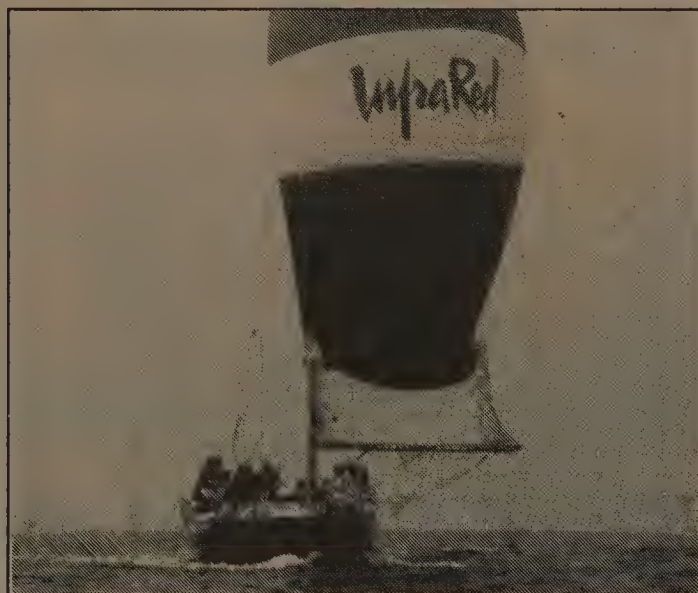
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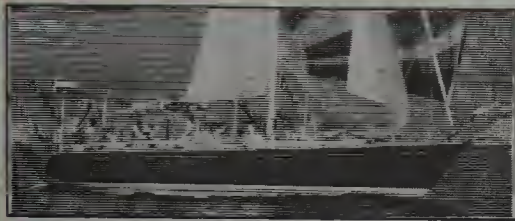
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371	1982	Holland	76,000 ☼
391	1982	Holland	151,000 ➔
41	1974	S & S	95,000 ☼
411	1979	S & S	150,000 ☼
42	1981	Holland	146,000 ➔
431	1976	S & S	125,000 ☼
441	1978	Holland	140,000 ☼
46	1984	Frers	278,000 ➔
47	1975	S & S	180,000 ➔
51	1982	Frers	295,000 ☼
53	1990	Frers	556,000 ➔
57	1985	S & S	395,000 ☼
59	1985	Frers	560,000 ➔
61	1985	Frers	650,000 ➔
65	1974	S & S	402,000 ➔
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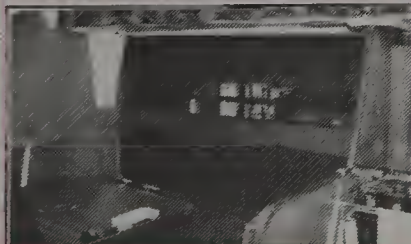
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36' Lancer	38,500
36' Freedom	120,000
37' Grand Soleil	84,000
37' Express	80,000
38' Hood	124,000
38' Farallon Clipper	36,500
39' Fairweather Mariner	139,000
39' C & C	77,500
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42' Custom Yawl	89,000
44' Peterson	65,000
45' Custom S & S	119,000

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38' HOOD Reduced to \$124,000



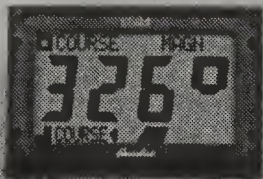
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37' Hatteras	127,000
38' Hunter	19,000
38' Bayliner	94,500
42' Chris Craft	70,000
42' Pacific Dolphin	Offers
43' Nauta-Line Houseboat	39,500
44' BestWays	156,500
48' Nordic 480	325,000
49' Albin Trawler	145,000
50' Defever	130,000
53' Hatteras	330,000
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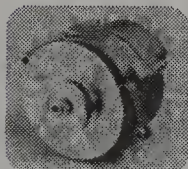


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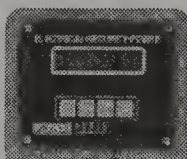
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Mar. 1 — "How to Make Your Cruise More Fun," by John Neal and Barbara Marrett. Oakland West Marine; 7 to 8:30 p.m.; \$5 admission. Info, (510) 532-5230.

Mar. 4 — MORA Kick-Off Party and Dinner, 7 p.m. at Richmond YC. Come party with midgets! Betty Lessley, 485-2301.

Mar. 4-6 — San Francisco Chronicle Great Outdoor Adventure Fair. A really fun smorgasbord of 'action' sports, including sailing. Check the paper for details and discount coupons.

Mar. 5 — Sail A Small Boat Day at Richmond YC, sponsored by SBRA. Another excellent opportunity to testsail various dinghies for free between 11-3 p.m. Bring dry clothes, a lifejacket and your check-book! SBRA Hotline, (408) 264-7245.

Mar. 5 — Islander 36 Maintenance Cruise to San Francisco YC. Noel Hyde, (510) 614-9181.

Mar. 7-9 — Marine Electronics Seminar with Gordon West. Sponsored by West Marine at the following stores: Stockton (3/7), Oakland (3/8) and South San Francisco (3/9); 7-8:30 p.m.; \$5 admission; call the appropriate location for info and/or tickets.

Mar. 8 — "Sea Anchors, Drogues and Storm Survival Techniques", a talk at the Lee Loft (in Alameda) beginning at 7 p.m. Info, (510) 523-9011.

Mar. 9 — SSS TransPac Seminar #6: Personal Safety and Life-rafts. Oakland YC; 7:30 p.m.; free. Dan Benjamin, (510) 423-1339.

Mar. 9 — Trailerable Sailboat Show at Stockdale Marine (Sacramento). Chris, (916) 332-0775.

Mar. 10 — Single Sailors Association monthly meeting, 8 p.m. at the Oakland YC (8 p.m.). Info, (510) 237-9763.

Mar. 12-13 — Hans Christian Owners Association (HCOA) Raft-Up at Angel Island. Joe or Sandi Tynik, (510) 523-0775.

Mar. 12-13 — Cal 29 Cruise to Treasure Island YC. Bob Clark, 892-9798.

Mar. 19 — West Marine Pacific Cup Preparation Seminar. Berkeley YC, 9 a.m. to 5 p.m.; small charge for box lunch. Mary Lovely, 441-4461.

Mar. 19 — Master Mariners Spring Potluck, 6 p.m. at the Sausalito Cruising Club. Terry Klaus, 543-2928.

Mar. 19 — Northern California Women's Sailing Seminar, sponsored by West Marine. A daylong (7:30 a.m. to 5:30 p.m.) series of seminars at Island YC for \$35. Speakers include Jocelyn Nash, Mary Swift and Linda Newland. For more info, stop by any West Marine store or call IYC at (510) 521-2980.

Mar. 19-20 — Catalina 27 Cruise to South Beach YC. Michael Creedon, 924-6722.

Mar. 20 — Vernal Equinox.

Mar. 26 — "Computer Yacht Racing Scoring: A Workshop for Complete Idiots (and Experts)." John Rivlin will lead this workshop designed to teach race committees how to use his *Regatta Race Management System*. \$20 admission; must bring own computer; begins at 10 a.m. at Golden Gate YC. Tom Martin, 647-9668.

Mar. 26 — West Marine Nautical Flea Market in parking lot behind the Sausalito emporium. More seller spots than before, still for only \$10. Refreshments available, 8 a.m. to 2 p.m. Their two other flea markets will occur in July and October. Bobbi, 332-0202.

Mar. 27, 1794 — Two hundred years ago today, the Congress passed an act to establish the U.S. Navy. Anchors aweigh!

Mar. 29 — Citizen's Quest for Speed, on ESPN at 5:30 p.m. PST (check local listing).

Mar. 31 — Kame Richards' guided tour of the Bay Model in Sausalito. Slide show and lecture at 7 and 9 p.m.; \$15 admission; sponsored by OYRA. Details, 771-9500.

Apr. 3 — Sixth Biennial Folkboat Easter Cruise to Angel Island. A raft-up and party beginning at 11 a.m., with 'dress whites' being the uniform of the day. Rich Haslach, 344-2921.

Apr. 5 & 7 — Latitude Crew List Parties at Encinal YC (Tuesday, 4/5) and Corinthian YC (Thursday, 4/7). See *Crew List* article for



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CALENDAR

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Apr. 9-16 — Sea of Cortez Race Week. Fax the Club Cruceros de La Paz, c/o Marina de la Paz, 011-52-112-55900, for details.

Apr. 10 — Nautical Flea Market at Elkhorn YC. Info, 724-3875.

Apr. 16 — Encinal YC's Marine Flea Market, (510) 522-3272.

Apr. 24 — PICYA Opening Day on the Bay. Margot Brown, (510) 523-2098.

Racing

Mar. 2-6 — 53rd SORC, five days of short races off Key Biscayne. At least three IMS 70s (*Windquest*, *Trader*, *Renegade*) will sail in the new streamlined format. Is the SORC finally making a comeback? Bob Meagher, (305) 763-6621.

Mar. 5 — BYC/MYCO Midwinter Champion of Champions. Bobbi Tosse, (510) 939-9885.

Mar. 5 — Perry Cup Series, races nine and ten. Mercury sailing hosted by Monterey Peninsula YC; Jack McAleer, (408) 624-2481.

Mar. 5-6 — St. Francis YC Spring Keel Invitational for J/24s, Express 27s, Etchells, 11:Metres, Melges 24s, Solings, Stars, J/29s and Moore 24s. StFYC, 563-6363.

Mar. 7-13 — Congressional Cup at Long Beach YC. Rod Davis, Peter Isler, Roy Heiner, Steve Grillon, Mark Golison, Peter Campos, Kevin Mahaney, Mark Pajot, Chris Law and Mike Elias will compete in Catalina 37s. Long Beach YC, (310) 598-9401.

Mar. 12 — Kurt Zane Memorial Regatta for Catalina 30s. Two non-spinnaker races off Treasure Island open to any of the 400+ Catalina 30s on SF Bay. The third and final race will be on March 26. Carl Ballard, (408) 943-0630 (days).

Mar. 12-13 — St. Francis YC Spring One Design Invitational for Etchells, Olson 30s, Newport 30s, Santana 35s, J/35s, J/105s and Express 37s. StFYC, 563-6363.

Mar. 19-20 — St. Francis YC Spring Dinghy Invitational for 505s, I-14s, Snipes and Lasers. StFYC, 563-6363.

Mar. 20 — Rites of Spring Shorthanded Race, including a division for women only. Oakland YC, (510) 522-6868.

Mar. 20 — Anne Shellabarger Race for women skippers and crews. San Francisco YC, 435-9133.

Mar. 26 — SSS Singlehanded Farallones, 58 lonely miles to the rockpile and back. Pat Zajac, (510) 232-9965.

Mar. 26-27 — Wheeler Regatta. Two races on Saturday, followed by a pursuit race on Sunday. 'Sport boats' (11:Metre, Melges 24, Wabbit, J/80) will compete for the City of Berkeley Trophy; 'regular' boats will race for the Rollo Wheeler Memorial Trophy. Bobbi Tosse, (510) 939-9885.

Mar. 26-27 — Santana 35 Tune-Up Regatta at San Francisco YC. SFYC, 435-9133.

Mar. 26-27 — San Francisco Cup: best 3-out-of-5 races between St. Francis YC and San Francisco YC. Boats to be determined, probably J/105s or Express 37s. StFYC, 563-6363.

Mar. 31 — Deadline for OYRA (ocean) entries. YRA, 771-9500.

Apr. 2 — Fifteenth Annual Doublehanded Farallones Race. Sponsored by BAMA; Don Sandstrom, (510) 339-1352.

Apr. 2 — Whitbread Race, Leg Five: 5,475 mostly mellow miles from Punta del Este to Fort Lauderdale.

Apr. 2-3 — Collegiate Regatta. FJs on the cityfront, hosted by St. Francis YC. Al Sargent, 506-6193.

Apr. 6-9 — U.S. Yacht Club Challenge, put on by Newport Harbor YC. Ten great clubs, including the St. Francis YC, will compete in three divisions (Catalina 37, FJ, Laser) for nationwide bragging rights. Mette Segerblom, (714) 673-7730.

Apr. 8 — Deadline for HDA (pinhead) and ODCA (one design) entries. YRA, 771-9500.

Apr. 8-10 — Olympic Classes Regatta at Alamitos Bay. ABYC, (310) 434-9955.

Apr. 9 — Commodore's Challenge Regatta, hosted by Encinal YC. Two races for current commodores of PICYA clubs; crew must be

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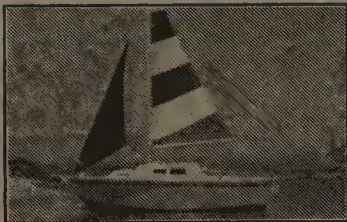


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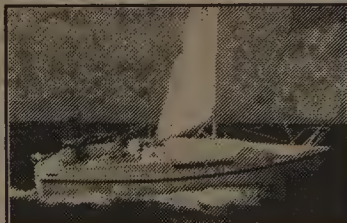
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3/19 Ray Carpenter Race

3/26 Single Handed Farrallone Race



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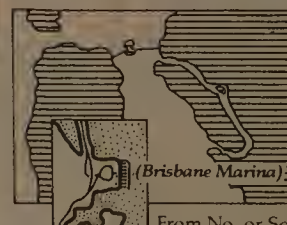
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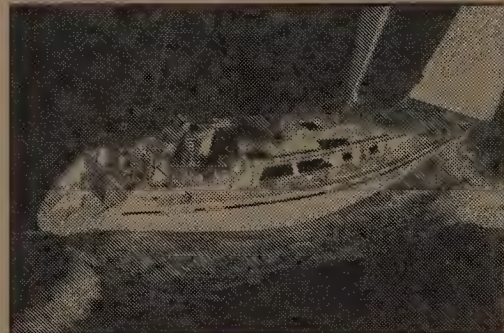
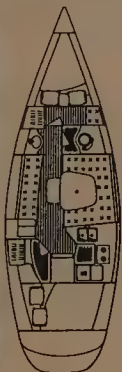
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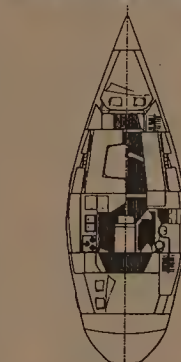
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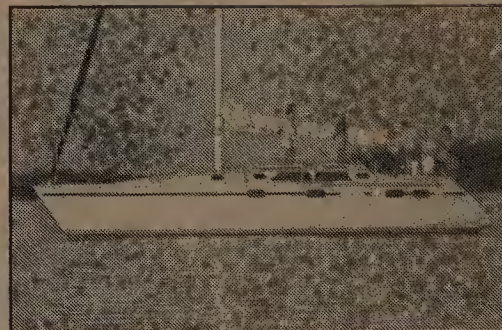
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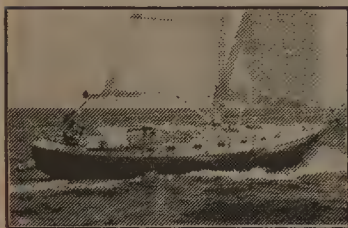
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CALENDAR

members of the challenging yacht club; PHRF rating band to be determined. Larry Duke, (510) 531-1860.

Apr. 9-10 — J/Fest at St. Francis YC for J/24s, J/29s, J/30s, J/105s, J/35s and possibly J/44s. StFYC, 563-6363.

Apr. 9-10 — Small Boat Racing Association (SBRA) Season Opener at Richmond YC. SBRA Hotline, (408) 264-7245.

Apr. 14-17 — StFYC Match Race Invitational. Eight world-class skippers will go at each other in J/105s. StFYC, 563-6363.

Apr. 16 — The Clear Lake Monster, a new race from Konocti to Lakeport and back. Info, (707) 277-SAIL.

Apr. 16 — Lightship Race, hosted by StFYC. YRA, 771-9500.

Apr. 16-17 — Laser NorCals, O'Day Semi-Finals and Finn NA's in Santa Cruz. SCYC, (408) 425-0690.

Apr. 16-17 — Resin Regatta. SFYC, 435-9133.

Apr. 22-24 — Konocti Cup Weekend at Clear Lake. Buoy racing on Friday, followed by the K-Cup (and Half Cup) on Saturday, and wine tasting on Sunday. Info, (707) 277-SAIL.

Apr. 24 — Pan Pacific Yacht Race: Marina del Rey to Osaka, Japan for a million yen (about \$10,000) per boat. Martin McCarthy, (310) 821-0555.

Midwinter Race Series

COYOTE POINT YC — Winter Series (3/5). Bill Schwager, 592-4572.

ENCINAL YC — Jack Frost Series (3/19). John Boyd, (510) 865-3381 (evenings).

LAKE MERRITT SC — Edna Robinson Memorial Midwinter Series (3/13). John Hege, (510) 832-4261.

OAKLAND YC — "Brunch Series" (3/6). Oakland YC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters (3/6). RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters (3/19). Mike Evans, (408) 476-5671.

SAUSALITO YC — Midwinters (3/6). Chuck Mellor, 331-2411.

SOUTH BAY YRA — Midwinters (3/19). Mike Dixon, (510) 635-5878.

SOUTH BEACH YC — 'IAOTIO' Series (every Saturday through 3/26). SBYC, 495-2295.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

March Weekend Currents

date/day	slack	max	slack	max
3/05Sat	0125	0414/2.2F	0707	1022/4.0E
	1438	1753/3.1F	2057	2321/1.7E
3/06Sun	0239	0532/2.3F	0816	1137/4.0E
	1540	1855/3.4F	2155	
3/12Sat	0109	0352/3.7E	0729	1021/3.4F
	1322	1607/3.8E	1948	2237/3.3F
3/13Sun	0140	0425/3.8E	0806	1057/3.3F
	1404	1643/3.5E	2019	2307/3.0F
3/19Sat		0240/1.5F	0524	0853/3.2E
	1309	1602/2.0F	1932	2131/1.4E
3/20Sun	0054	0345/1.4F	0631	0954/3.2E
	1413	1713/2.3F	2034	2235/1.5E
3/26Sat	0005	0251/4.5E	0622	0918/4.1F
	1225	1513/4.6E	1844	2137/4.1F
3/27Sun	0040	0335/5.0E	0707	1005/4.4F
	1317	1559/4.4E	1924	2218/4.0F

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From left: Tim Parsons, Jeff Madrigali, Mark Rudiger, Nigel Brown, Jim Johns, Scott Easom.

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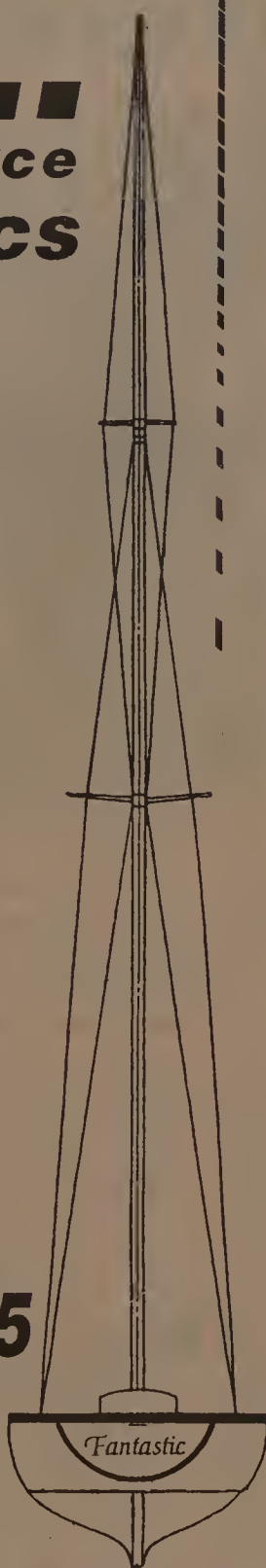
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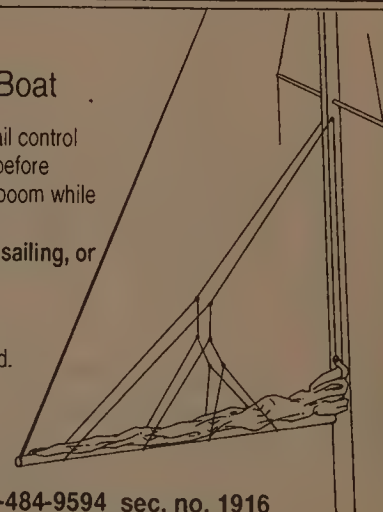
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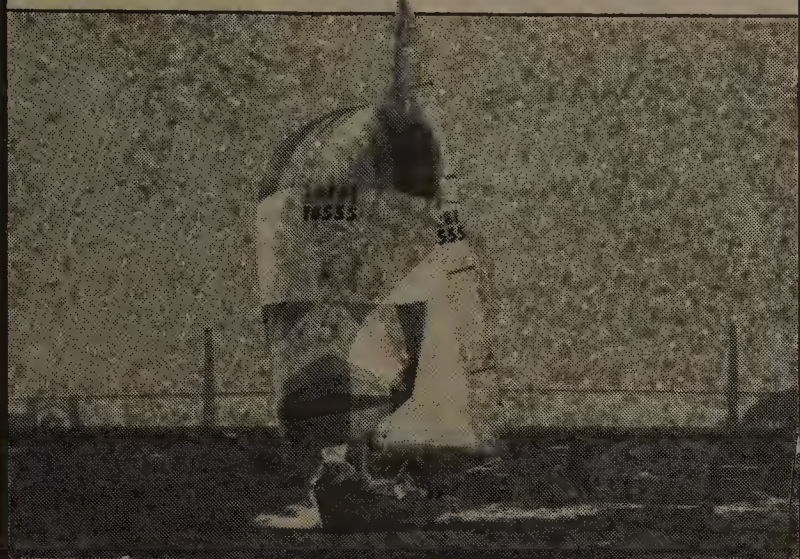
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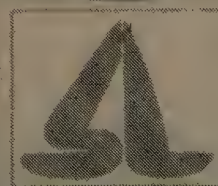
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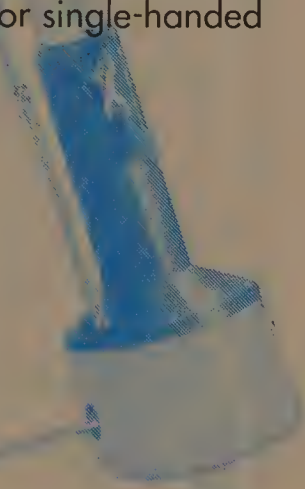
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LETTERS

YOU NEVER REALLY KNOW

As an irregular subscriber and contributor to *Latitude 38* over the years, I probably had oughta share my latest fractured fairy tale adventure with y'all — hard as it's been for me to do much more than soak up rays and suck down fluids 60 miles off the bare bottom of Manafaland.

The story started with last year's Spring Crew List. I'd signed up as crew for Cruising and Daysailing, and as skipper for Daysailing. At the crew party at the Corinthian YC in Tiburon, it was just one of those nights when I was feeling more like the social larva than butterfly, and therefore fell far behind the 'smoothies' in my bid to make a connection for my big fantasy cruise.

I later called a few prospective cruising skippers and attributed my lack of success to having no ocean sailing experience — and not being a particularly attractive woman. More accurately, not being a woman at all. Some sexy-sounding sweetie called me in search of a Daysailing skipper, but it turned out she was stalking big game and had no inkling, apparently, of what marvelous fun a 16-ft centerboard daysailer such as my *Little Dipper* can be. So, that was that for the '93 Crew List, right? Wrong!

Hope springs eternal. About the first of June, I received a call from a 'skipper' who alleged to have a Westsail 32 berthed in San Diego that he was going to sail to Hawaii, Singapore and eventually around the world. As he was very anxious to get underway, all I had to do was get my own safety harness and give him \$1,500 for provisions for as far as Singapore. If either party was dissatisfied upon arrival in Hawaii, he would inventory the boat and cheerfully reimburse me for all but my share of the stores used up to that point. I wondered if it wouldn't it be easier and make more sense for me to pay as I went. Not according to the 'skipper'.

He said he'd be in the Bay Area for a day or two, so hot as I was to get on a boat, I drove 75 miles from Healdsburg to meet him at the Berkeley Marina. His eyes didn't move back and forth real fast or anything, but there was something antsy about the dude. I asked him about his itinerary and general strategies, and wrote it all down — though I don't presently recall the details. In any event, I realized I'd need a passport pronto, which meant I'd have to drive back to Healdsburg and return to San Francisco with my birth certificate in the morning. I agreed to call the answering machine at the 'skipper's' friend's business in San Diego to firm up our arrangements. As planned, I applied for my passport the next day in The City.

Driving north back across the Golden Gate Bridge, I realized I had no idea about what constitutes an equitable arrangement between skipper and crew. I dropped into West Marine where I borrowed their phone to call my sailing mentors at *Latitude*. Goddamn voice mail . . . "and we'll return your call as soon as blah blah blah blah. . ." Click. I asked a West Marine clerk to recommend a respected delivery skipper who could shed some light on my situation, and was directed to Bill Carber, proprietor of B.C. Navigation. He turned out to be an excellent source for my inquiry.

It was Carber's impression that my prospective 'skipper's' schedules were unrealistic. He felt that the proposal that I outlay \$1,500 off the bat was excessive under the circumstances, and that I might have a hard time getting a refund after an inventory in Hawaii. As disappointing as it was, my gut feelings about this trip were confirmed. I sadly passed it by — assuming there really was a Westsail 32 in San Diego ready to whisk me off across the deep blue sea. So I was back to plopping the *Little Dipper* into sheltered waters and dreaming of the open ocean and far-off shores.

Hope springs eternal. A couple months later, another skipper, George Foglesong, called me. He was leaving San Francisco for Costa Rica in late November. After reiterating that I had zero ocean experience, he said he was looking for back-up crew in case somebody canceled on him, and he really preferred somebody with bluewater experience. C'est la vie.

The day before Thanksgiving, I called my message phone before

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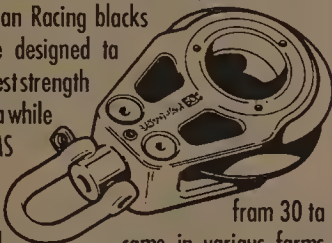
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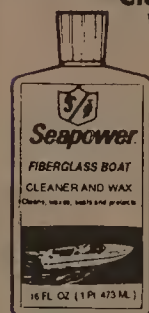
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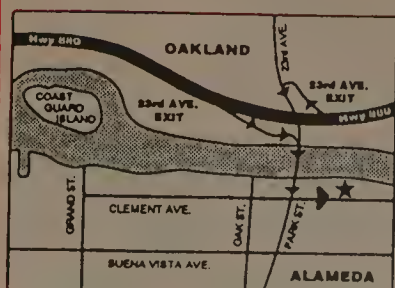
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LETTERS

leaving the construction site job shack in Philo where I was poundin' nails. George Foglesong had called back. He planned to sail out the Gate on November 30 and wanted to know if I'd like to join him.

Over a couple Boony Amber ales at the Boonville Lodge, I told my boss I had an offer to crew on a sailboat to Costa Rica. He said, "Do whatever you want. Just don't think about our friendship or ever working for this company again." I'd made up a knock-knock joke years ago for this sort of situation: Knock, knock. Who's there? Ike. Ike who? Ike Wit! "Seriously though," he said, "just let me know one way or the other, 'cause I gotta replace you if you go."

On that note, I went out to the pay phone, called Foglesong back and said I'd commit here and now over the phone if he would. We agreed. Done deal. The day after Thanksgiving, I met him at Coyote Point Marina. I checked out *Insouciance*, his Corbin 39 pilothouse cutter, which he'd completed himself from a bare hull. His lovely wife, Iris, who would be joining him in Costa Rica, was cleaning and provisioning the boat. Everything felt right. Thank God for that questionable Singapore offer which left me with a brand new passport and ready to rock 'n roll. Just as good, my boss assured me I wasn't burning bridges. The project manager said, "I hear you're jumping ship to go to sea!"

On December 1, our able skipper and gracious host steered *Insouciance* out the Golden Gate. Onboard were Dusty 'Crew Dude' Austen, a sailor extraordinaire and fellow Crew List draftee, and myself.

I could cut out excerpts from all the wonderful south-of-the-border cruising stories you've published and paste up my own travel collage including all the exhilarating blows, beautiful ports, coves, islands, wildlife, friendly cruisers and locals and laid-back cats and dogs along the way. Poseidon's Dolphin Dance Troupe often provided us with graceful, playful entertainment, sometimes leaving their phosphorescent tracer trails in the dark night swells beneath the glittering stars.

We made landfall at Playa Del Coco, Costa Rica, on January 29 in the middle of a three-day festival weekend packed with revellers, marimba music and, at Hotel El Ocotil, *Superbol* via satellite.

The country, the people . . . paradise!

There, in a nutshell, is my first ocean cruise, courtesy of the *Latitude 38* Crew List. Joni Mitchell said, "People will tell you where they've gone, they'll tell you where to go, but 'til you get there yourself, you never really know."

Jesse Goodman
Healdsburg

Jesse — Yours is a great letter on the eve of this year's *Cruising Crew List*. People have to understand that unless they're Stephanie Seymour, it's unlikely that great cruising opportunities are going to be immediately offered on a silver platter. The *Crew List* is a starting point from which you begin to make calls, meet people, network and get the feel for the situation — including the reality that there are opportunities you're probably better off passing up. But the more you persevere, the greater your chances of success.

And correct us if we're wrong, Jesse, but we suspect you probably met quite a few other skippers who might be interested in having you crew for them at some time in the future. And naturally, with your having already done the trip and been there, skippers heading to Costa Rica for the first time would be interested in having somebody like yourself as crew.

Incidentally, forms for this year's *Cruising Crew List* must be received at *Latitude* by March 15th. The forms appeared in the January and February issues.

PLENTY OF OTHER OPPORTUNITIES

Like many other folks, I need more humor in my life and *Latitude* comes through each month for me. Humor in real life. Not Hollywood. Not TV.

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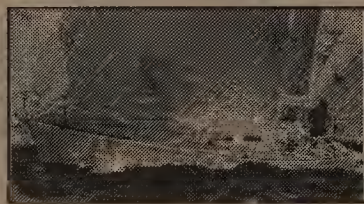
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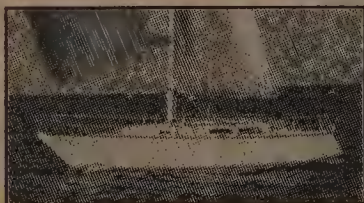
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24' J/24, 1981, <i>Strange Crew</i>	11,500
29' J/24, 1985, <i>In the Bagg</i>	25,000
29' J/29, 1985, <i>Whiplash</i>	28,900
29' J/29, 1983, <i>Powerplay</i>	19,500
35' J/35, 1990, <i>Esprit</i>	86,500
35' J/35, 1983, <i>Draco</i>	58,600

35' J/35, 1991, <i>Il Pelicano</i>	99,950
35' J/35, 1993, <i>Raptor</i>	116,000

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35' Santana, 1980, <i>Amer. Eagle</i>	35,000
35' Santana, 1979, <i>Schockwave</i>	38,500

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25' Olson 25E, 1988, <i>Leonora</i>	17,900
25' Olson 25, 1987, <i>No Slack</i>	18,000
30' Olson 911S, 1986	47,500
30' Olson 911S, 1990	42,500

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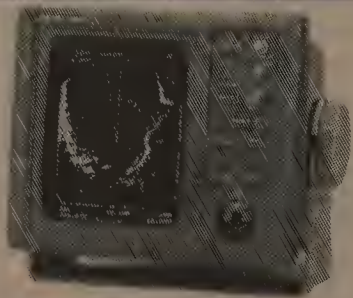
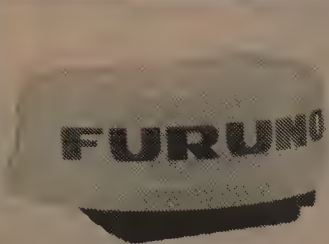
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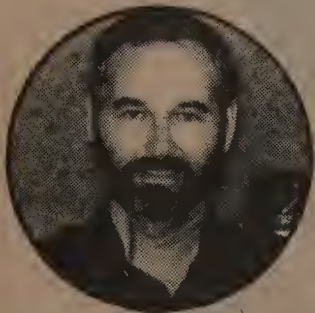


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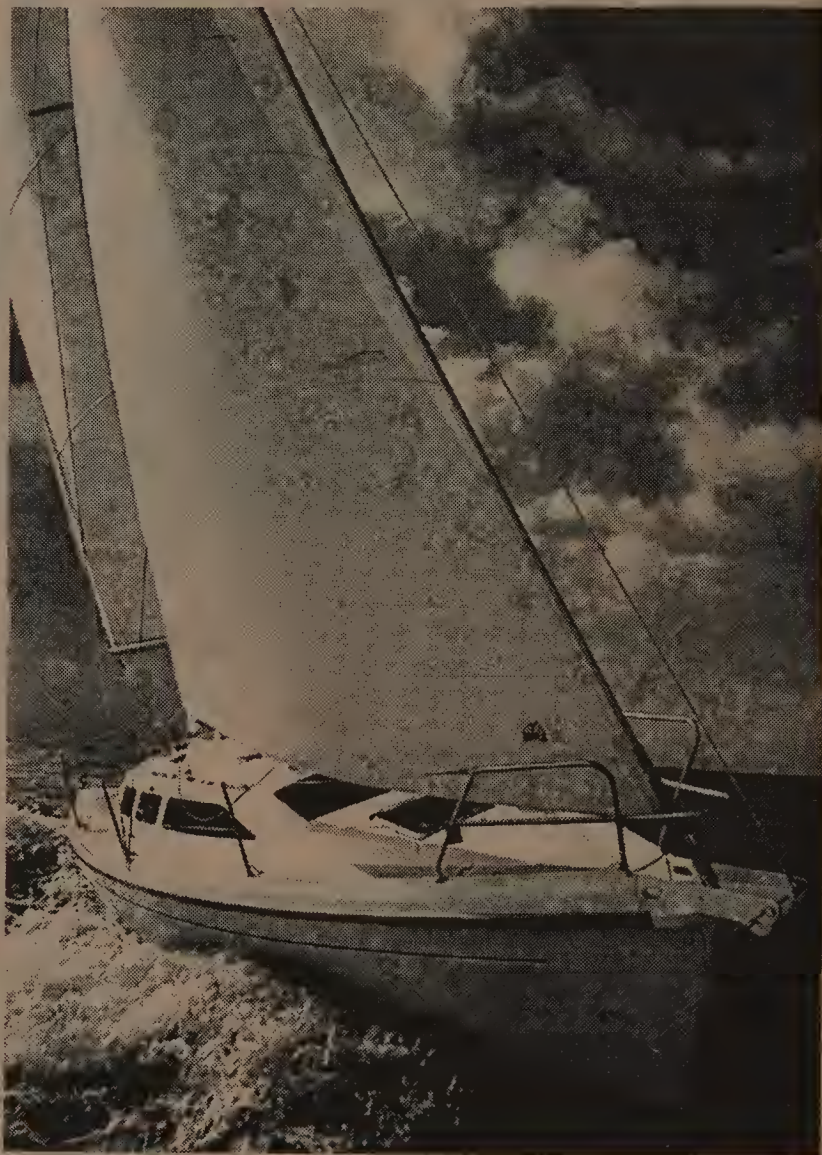
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3. The Race is governed by the 1993 International Yacht Racing Rules and the 1993 Offshore Racing Council Special Regulations Governing Minimum Equipment and Accommodation Standards as Applies to Category 2 Races. All boats entered will be rated by a modified Pacific Cup system. All boats are required to have current Northern California PHRF rating certificates.

4. FOR MORE RACE INFORMATION:

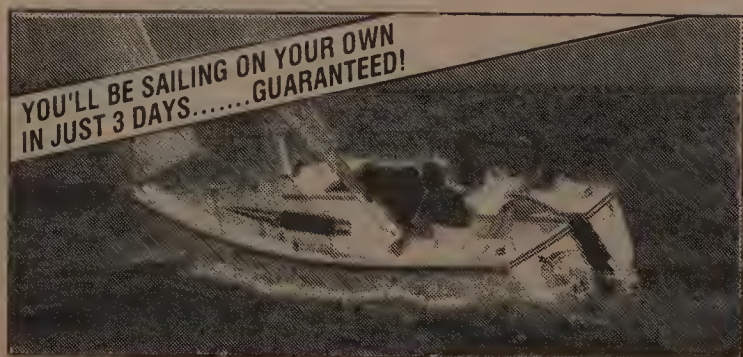
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LETTERS

However, I must take exception to the editor who feels compelled to satirize Coast Guard SAR summaries. You are doing a tremendous disservice to the Coast Guard, law enforcement agencies and individuals involved by making light of the situations. And you do this based on reports that are never fully examined or detailed.

If a San Anselmo man killed himself, for example, I don't think the newspapers would write, "They don't get any weirder than this." Wouldn't you think about the man's family before writing something like this?

There is plenty of opportunity to satirize, but please, leave the Coast Guard summaries alone! Let us readers do our own take on the matter.

Eric Kendall
Sausalito

Eric — If a guy commits a really weird suicide, we feel it would be entirely appropriate to describe it as such. And to suggest that the truth would be a disservice to the police or ambulance crew is, to our thinking, nonsense.

While we'll promise to keep your viewpoint in mind, we don't think a light tone in the Coast Watch is improper for minor blunders and such. If a guy leaves Catalina for Marina del Rey and ends up lost off San Clemente, he deserves a 'nuggie' in print — just as we did when our powerboat sank at Angel Island.

The purpose of Coast Watch is to educate, and a little humor is one of the best educational tools there is.

⇓A LITTLE DIESEL EXPERIMENT

In light of the problems that cars and trucks are having with the new low sulfur diesel fuel, I would like to share my experience with you readers.

I own an '86 Ford pick-up truck with 140,000 miles on her. Until January of '94, the truck got about 11 miles per gallon. The diesel engine, a 6.9 litre International, used three to four quarts of motor oil between changes.

Last December, I departed for a surf spot in southern Baja. The total trip — my fourth to that area with the same vehicle — was 3,000 miles. In light of the problems with lubrication of the injector pump, I used a new — to me — product called Lucas Upper Cylinder Lubricant.

After 2,000 miles of driving, my truck's mileage had gone up to 14 miles a gallon — and it had miraculously stopped burning oil. I didn't even need to add a little oil during the entire trip from Catavina to Bolinas.

The Lucas Upper Cylinder Lubricant is added to the fuel at the rate of four ounces per tank. One \$7 bottle treats 100 gallons of fuel. I invite your readers to experiment as I have.

Bengt Robbert
Bolinas

Bengt — Well, how was the surf?!

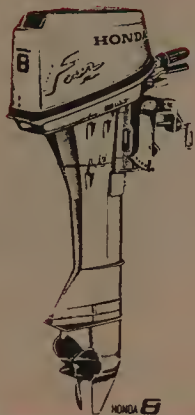
Before you absolutely conclude your diesel experiment — which sounds great — we'd suggest driving around here in the States some more. Who knows, maybe the reason you didn't burn any oil was the formulation of Pemex diesel rather than the Lucas additive. Or, after reading the following letter, you may want to smell your dipstick. For your sake, we hope it was the Lucas.

⇓GOOD LUCK

I just read your piece titled *The Diesel Debate*. It was a good article and I congratulate you for finding out that much information.

Most school buses are diesel nowadays, and I'm a school bus mechanic. In my small fleet of 14 buses, I've had two engines develop fuel leaks at the O-rings on the fuel injectors. Whether these were related to the recent change in the formulation of diesel in California is something I don't know for sure.

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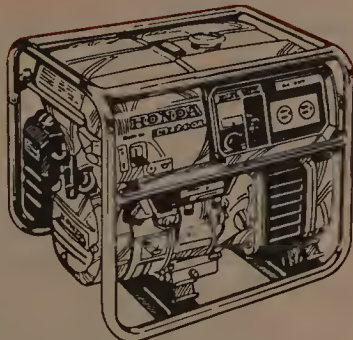
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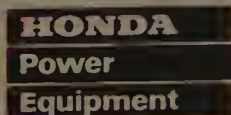
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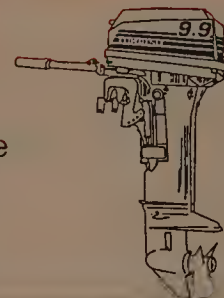
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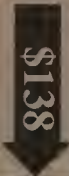



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LETTERS

But here's a serious problem I haven't heard anyone mention yet. In many engines — such as Detroit Diesels — the fuel injectors are located inside the valve covers. A leaking O-ring at the injector will allow fuel to run into the oil pan, diluting the motor oil. This can also happen on some types of fuel pumps that use motor oil to lubricate the fuel injection pump.

The diluted motor oil can have a serious effect on the engine's bearings — and also create a fire hazard. Fortunately, both of the fuel leaks in the buses I work on were found before any damage was done. One driver complained of low oil pressure and the other had oil leaking out of what were normally tight gaskets. Both engines had approximately 100% fuel dilution — one gallon diesel per one gallon motor oil.

So if an engine that normally uses some oil stops using oil, it may be filling with diesel. If an engine starts 'making oil' — where the oil gets higher on the dipstick — something is leaking in, probably fuel or coolant.

Diesel in the oil can usually be detected by smell. Pull the dipstick, get to fresh air away from the smelly bilge, then sniff the oil. If there's diesel in the oil, you should be able to smell it. Or, you can have the oil analyzed by sending in a sample. Ask your local repair shop or oil dealer to have it sent.

As for additives, I haven't found any engine dealer or injector rebuilder that will officially recommend any that have been suggested. Good luck, everyone.

Greg Pfalmer
Blewbyou II
Grass Valley

⇅ THERE BE DRAGONS HERE

While I have no knowledge of any dragons on New Zealand's Stewart Island (January, *Letters*), there are others who do.

When I attended Waiuku Primary School in New Zealand in the '50s, our teacher read the class the story of St. George and the dragon he slew. A Maori girl who sat next to me, told me that her grandfather had seen many *taniwha* — Polynesian dragons — in his life. He'd seen most of them on the Manukau Harbor bar when he worked as a seaman on a coastal collier.

An extremely skeptical eight-year-old because of the delight my older siblings had in pulling my leg, I asked what the dragons looked like and where they came from. The Maori girl said the dragons were children of Tangaroa, God of the Sea. The original offspring were the brothers of the Tuatara lizard, only many times larger.

While the *taniwha* and the *tuatara* had originally lived in the sea, the *tuatara* now lived on the land exclusively and the cunningly evil *taniwha* was amphibious. Several well-known *taniwha* lived in the volcanic peaks of the central North Island of New Zealand. Another was thought to live in the large blowhole near the entrance to the Tauranga Harbor to the east of the Mount Maunganui Beach.

I digested this piece of information and checked out some pirate books complete with charts and notations of "there be dragons here". I took the books home to discuss them with the only expert I knew on such matters, my father.

While not a seafaring man himself — his mother made him promise never to run away to sea as his brothers had done — my father loved all things nautical. As a young lad, he'd frequented the Auckland waterfront as much as possible and visited his uncle, Captain McKenzie 'Wirewhiskers' Cliffe, the Port of Auckland's Harbormaster, as often as he could get away with it.

That evening my father told me that Captain Cliffe, who had been a sailing ship captain and was an authority on such matters, had answered the same question about dragons for him 40 years before. Capt. Cliffe confirmed that men on his ships claimed to have seen dragons on the run between Southampton, England, and Auckland.

Fascinated, Capt. Cliffe decided to investigate. After considerable study on the subject, he told my father he'd found a direct

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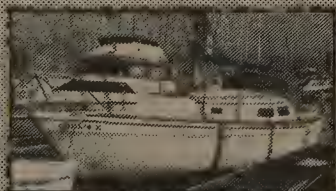
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relationship between how long a ship had to stand off Cape Horn waiting for a weather window and whether dragons were sighted. What's the relationship? If the ships had to stand off a long time, they tended to run out of rum, which on British ships at least, was doled out liberally each day. If the men suddenly had to go without their considerable tots of rum, dragons were almost sure to be sighted within a day or two.

Capt. Cliffe further told my father that anyone, the Maori girl's father included, who regularly crossed the wicked stretch of water which was the Manukau Bar had earned the privilege of being able to see anything they wished in that area. But he also said he knew the gentleman in question, and suspected that he tended to see dragons whenever his visits to the Kentish Pub were interrupted for any length of time.

Landlubbers had the same affliction, only it was spiders and snakes they saw. It was only old sailors who had the privilege of seeing dragons.

Wandering the world's oceans are some Kiwi and U.S. dragon-seeing experts in the making. I'd suggest checking on the captain and crew of the New Zealand sailboat *Boozwater* in a few years. They should be able to see dragons without ever leaving Waitemata Harbor.

Jessie Williams

1st Mate, *Felix Maximus*, Endeavourcat 30
Wenatchee, Washington

Jessie — Come late this April, we'll see if the Boozwater crew has seen any dragons. We met Michael and Tory Balfe last May at the Panama Canal YC and they invited us to sail with them at this year's Antigua Sailing Week.

⇕⇕TIDE PROGRAMS WAIT FOR NO MAN

Is there anyone out there that has a good tide program for San Francisco Bay that will work on either a PC or a Mac?

Last year I purchased *Tiderose* from Armchair Sailor and was satisfied with it. But even though the literature talks about yearly updates, there hasn't been one so far this year and nobody knows if one will be available.

I've tried to contact the company that puts the old one out, but nobody returns my calls. So if anyone knows of a good tide program, please mention it in *Latitude*.

Don Blood
Alameda

Don — As of mid-February, author Peter White was still working on the 1994 edition. We're told that quite a few racers found it to be a very valuable tool.

⇕⇕OUR VISION

Your remarks in the February *Sightings* regarding the future of Treasure Island call for the following comments.

It's true that the proposals for a theme park and/or a World's Fair have been put forward as uses for Treasure Island when the Navy leaves. And your lament that "nowhere in the proposals so far have we heard the most logical suggestion of all" was also true — until late January.

On January 28 the leadership of Treasure Island YC met with representatives of San Francisco's Planning Office and Redevelopment Agency. This meeting, at our modest clubhouse at the Treasure Island Marina, was to let these agencies know that our club is a player in what happens to the marina, the adjacent area and Clipper Cove. It is the intent of the Treasure Island YC, in the long range interest of recreational boating on San Francisco Bay, to enter into development programs. The scope of the proposals range from keeping what we have with a modest upgrading of the marina, to rebuilding and greatly expanding the marina in addition to building

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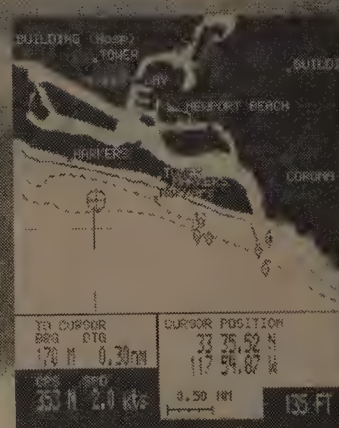
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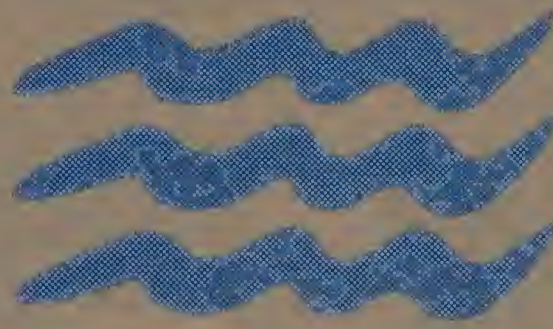
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LETTERS

a new and larger yacht clubhouse and a hotel/motel with restaurants.

The city of San Francisco, which has jurisdiction over Treasure Island, is interested in the marina as a revenue producer — and there is little doubt that an expanded marina, yacht club, and related development would be of more interest to them. After all, the bottom line is whether it will bring money to San Francisco.

We believe it would and that Treasure Island will eventually be the site of one of the premier yacht clubs and marinas on San Francisco Bay. You are correct when you say that Treasure Island could be the focal point of the world's greatest sailing amphitheater — San Francisco Bay. This is our vision also, and the Treasure Island YC intends to vigorously pursue the development of that vision.

John G. Miller
Staff Commodore
Treasure Island YC

⇓⇑ IF TAFT WANTS IT

In the December issue, John Felch wrote inquiring about Cal Cruising 36s. Since I once owned one and still had a lot of data on a hard disk, I sent it along to him. Now I see that Russ Taft has a Cal Cruising 36. If he'd like the same information, he can get it by writing me at Apartado Postal #366, La Paz, B.C.S., Mexico.

William F. Steagall, Sr.
Inspiration
La Paz, Mexico

Readers — If anyone wants any information about falling overboard from a Cal Cruising 36, they can contact Dave Wahle in Santa Cruz.

⇓⇑ THE MALE SOLUTION

While your answer to Michel Seigneur's *A Touchy Subject* in the February issue was predictable and could be considered entertaining, I'm sure it was unappreciated by many.

But you are wrong, as there are plenty of other sailors in Seigneur's predicament — which is liking to sail while his wife of 20 years doesn't care for it.

The way I see it, there were too many things left untold for you to properly answer his letter — remembering, of course, he was wondering why his wife would object if he had other women crew for him. Such questions as does or did his "lovely" wife go sailing at all? Has he been sailing for all of the past 20 "joyous" years? And before they got married? Or for just the last five years? And what size is the boat? Fifteen, 22 or 30 feet?

As for your so-called 'male solution', it's probably true that most men would 'replace her pronto and hopefully with someone who looked more like Cindy Crawford than George Foreman'. But that's not the only solution. And there are still some good men out there.

You've got it backwards when you say women are possessive; either that or you live in some other world. It's well-known that men tend to be possessive by nature and, if they had their way, they would be the teachers. It's called 'control'.

It is and has always been okay for the male to do *whatever* — to a point. But the same is not true for women. That's common knowledge!

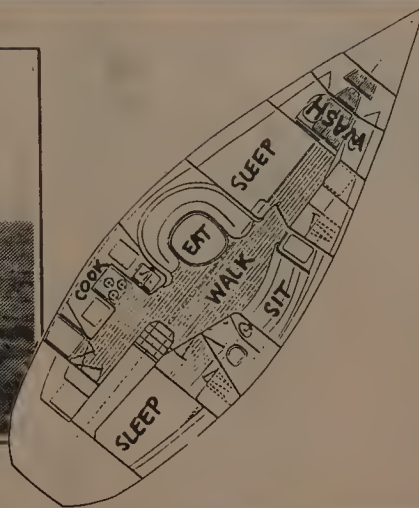
I could probably answer Seigneur's dilemma better than most because I am a wife of 20 joyous years. My husband has been sailing for the last four years, and I hate it. I do go on short sails, but will never go out to sea for any length of time.

My husband has a crew of females, including one steady partner, but that's because that's who his friends are. And he probably prefers their company. My husband doesn't ask if he can go sailing overnight with another female; the reason is called respect.

In any event, who is to say that nothing will happen overnight that couldn't happen in the day? My concern and Seigneur's concern is that our husbands have found someone else to share their love for



CATALINA 42



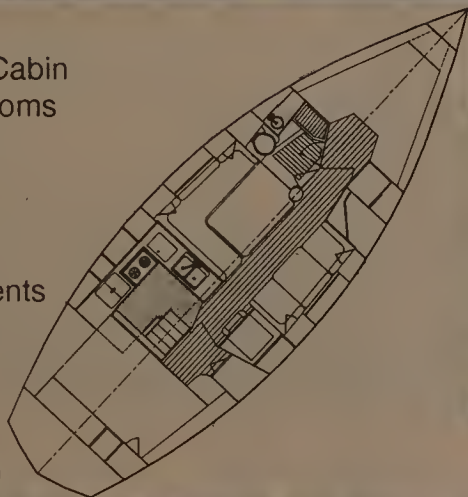
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LETTERS

sailing with, something that could spell danger for more people. There's always hope, but I frankly, I don't think there is any hope for Seigneur because he doesn't get it. The bottom line is that he should put himself in his wife's shoes and use a little common sense.

P.S. Are my thoughts crazy and unfounded? Not hardly. If the truth be told 90% or more of men can be held accountable for "... sex will ensue". I'm lucky to be married to one of the other 10%. Your wife has trusted you for 20 years, Seigneur, so give credit where credit is due.

First Mate — In Name Only
Napa

First Mate — Gosh, and we thought both Seigneur's letter and our response were a joke! Lord knows there seemed to have been a couple of hints dropped.

If we can get serious for a minute, it's not at all uncommon for middle-aged and older men to have an interest in sailing/cruising that a wife of many years doesn't share. In last month's Changes, for example, we wrote about Bob van Gorder, who spends half the year in Mexico aboard the Cal 27 named after his wife while she stays home and enjoys running her insurance business.

While in Z-town last month, we met Ed Greene of the Ranger 33 The Farm, who is in a similar situation. The Santa Rosa-based sailor wanted to cruise Mexico while his wife, who is deathly afraid of the open ocean, wanted to stay home and be a grandmother. One year wasn't enough for Greene, so he's spending a second season in Mexico. For the last 18 months or so their relationship has consisted of a couple of short visits and weekly telephone conversations. And it seems to work for them. "She's where she wants to be, I'm where I want to be," says the 62-year-old Greene. He plans to return home this summer because he's too young to be retired.

Also while in Z-town, we were told about the owners of Grayeagle, a Morgan Out-Island 41 based in Florida. The airline pilot husband sails the boat all over the place and is periodically joined by his wife, who doesn't care for sailing.

We think there's a whole lot more of this going on than many people realize, and that it generally seems to work pretty well for those involved. If you're part of such an arrangement, we'd like to hear from you.

↓↑ IN HER OWN TIME AND WAY

Your January issue has prompted me to write concerning several issues in your *Letters* section.

First, women and sailing. Since my wife Gwen and I have been sailing together for the past 20 years, I speak not with authority, but with some experience. For me, sailing was and is 'life'. Not that I enjoy the wild side more than the peaceful and tranquil side of sailing, I enjoy them both as part of the whole. Gwen was and remains the more timid, in that the less water on the deck, the more she enjoys the sail.

I'm not sure if she ever really thought too much about bluewater sailing; she just went one day at a time, knowing her limits and not ready to exceed them. Realizing that she was more comfortable when she had the tiller, it became common practice with us for Gwen to steer most of the time. I didn't need the helm, I was just happy to be on the water fooling around with boats and dreaming... always dreaming. Again, I'm not really sure if Gwen was gaining confidence in herself, the boat, me — or all three — but one day she announced that she was ready to sail out the Gate.

We planned a weekend sail to Santa Cruz with an overnight stop at Half Moon Bay. I prayed for good weather, and we got it. The trip was a success. Gwen gained the confidence that is essential for good sailors, and perhaps realized that I was not necessarily predisposed to put us on the rocks. But she'd taken this next step in her own time and way.

Did my patience ever pay dividends? You bet your life! Last July,

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LETTERS

Gwen and I cleared U.S. Customs in West Palm Beach, Florida, after a seven-year, 30,000-mile cruise from San Francisco aboard our Rasmus 35. Having completed 80% of our circumnavigation, we plan to continue on later this year.

Gwen, that timid girl of 20 years ago, is now a competent sailor, skipper, navigator, hull scraper, cook, partner and best friend — with the bluewater miles to prove it! And she has made my dreams of long ago a reality.

So fellas, lower your voice, keep you cool, give the gal the 'steering stick' now and again — and don't take yourself so seriously. If you're as patient and as lucky as I am, your dreams of sailing the world with the lady you love can become a reality.

My next comment is to Dale Painter of Pacific Grove. Gwen and I also met Dave and Cynthia Thomas and their palatial trimaran *Tri-Pegasus-Tri*. I remember well a BBQ, Kiwi-style on *T.P.T.*, with 20 people and room for 20 more. What Painter didn't say was that *T.P.T.* was a home-built, 10-year project by Dave and Cynthia; a remarkable achievement. Painter also asked about a copy of an article concerning the re-floating of the Japanese boat *Waisime* in Vanuatu in 1991. The reason *Latitude* didn't have that article is that Gwen wrote it and sent it to another sailing publication. (Forgive us Lord, we know not what we do.) We've enclosed the article and even though it's dated, *Latitude* might seem fit to run it sometime.

As for the seaworthiness of the Clipper Marine sailboats built in the '70s, Bob and Connie Coppa of Oroville bought a C/M 30 — an even more stretched out version of the 21 than the 26 — as their dream cruiser. They spent a small fortune to equip and make her seaworthy, including several beefing-up projects and the addition of an 18-hp outboard. They were determined to make that boat into what they wanted her to be, this despite pessimistic advice from others. After their first offshore sail in *Cookie Monster* (C/M, get it?) they returned shaken and convinced that the boat was and could never be an offshore vessel. Instead of just quitting or taking a loss they felt they could not afford, they decided to go with what they had, and adapt their plans to what the boat was able to do.

They trailed C.M. to the east coast of Florida, where the sailing can be a bit easier and the water warmer. I believe they are sailing and living aboard C.M. even today. We were unable to contact them on our trip through the Caribbean and Florida, but had talked to people who tell us they are still aboard and have sailed at least as far as St. Johns. So, I think this is good evidence that Jerry Barker of Fairfield is correct when he says "... know your limits and that of your boat — and don't exceed either", at least not very much.

Finally, concerning dragons on Ascension. We didn't stop at the island although we got within three miles. We can say without fear of contradiction that the place is full of them. The island was lit like a large city and visible at sea for at least 100 miles — unlike St. Helena, some 700 miles to the south. The light *must* have been coming from the dragon's fiery breath; either that or the U.S. government installation on the island was using about three hundred million megawatts of power to light the place up. But since we all know the U.S. government wouldn't waste power and money in such a frivolous manner, it had to be dragons.

Jim & Gwen Johnson
Princess Del Mar
Chico YC

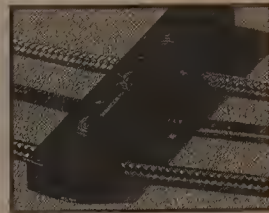
Jim & Gwen — Congratulations on making your cruise happen, on having completed so much of your circumnavigation — and most of all for sharing your experience.

As for your friends taking Cookie Monster to St. Johns, we hope to heck they're not talking about one of the many St. Johns in the Eastern Caribbean. Getting there would have required sailing the 'Thorny Path' and across particularly nasty stretches of water such as the Mona and Sombrero Passages. In all honesty, we don't think there's anything that could be done to a Clipper Marine vessel to get

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LETTERS

us to try that.

⇅ EARTHQUAKES & KIDNEY STONES

In the February issue, reader Richard Lewis described feeling a sudden and vigorous shuddering sensation aboard his Freya 39 while returning to Marina del Rey. This was at the moment an earthquake was reported in that area. He wondered if the earthquake and the shuddering of his boat might be connected.

The ocean would not cushion the shock of an earthquake because it is not compressible. We in urology use this principle in the fragmentation of kidney stones with a device called an electrohydraulic extracorporeal shockwave lithotripter. While the primary reason for choosing this name is to confound the public, the term does make some sense when explained.

The lithotripter shockwave is generated from a giant spark plug. It is focused by an elliptical surface behind the plug to a focal point where the energy is, understandably, enormous. This is similar to the way light is focused from the primary mirror to the secondary mirror in a reflecting telescope.

An ultrasound machine on an x-ray can image the patient's stone and a computer will show the operator where the focal point of the shockwave is by using the crosshairs on a screen. The cursor moves the crosshairs to where the stone is, then the operator presses the red button to start a sequences of shocks to zap the stone. If the operator is too dimwitted to know when to push the button, a technician stands by for advice and technical support. Typically, several hundred shocks may be delivered to the stone before fragmentation is complete, whereupon the 'sand' passes in the urine.

The patient is partially immersed in water during this procedure because the water interface will not allow the energy of the shockwave to be dissipated as it would be in the air.

If one now thinks of an earthquake generating shockwaves along a fault beneath the sea, it would be tempting to suggest that Richard Lewis was indeed feeling the earthquake when he described that sensation.

Tim McCormick
Aptos

⇅ I CAN'T THINK OF ANOTHER PLACE I'D RATHER BE

Reading about Richard Lewis' experience while offshore when a 3.7 quake hit brought to mind the latest 6.8 shaker in L.A. Here are some notes from my log:

"Whew, I think we just had the big one! It's about 4:35 am. and Channel 4 is on the air but lots of monitors have fallen down. My Yorktown was tossed around quite a bit here in her Marina del Rey berth and the AC power is off and my water tank is low. Listening to the Two Meter band, I find that many reported big shaking. Phone lines are out in the Valley and Mission Hills had it bad with houses being knocked down. Also homes down in Thousand Oaks.

"It's getting cold as my heater has gone off. My computer is operating on batteries. My boat is okay and so is the dock.

"The motion I felt was similar to that of a big wake from a powerboat. I've felt smaller quakes before. There seems to be a high frequency component to them, like rocks being hit together underwater, that arrives a little before the main motion.

"As usual, I can't think of any place I'd rather be than aboard. At sea would have been even better — especially if a big tsunami ever develops. I remember that large ships were driven ashore by the seismic sea wave associated with the 8.3 quake that hit Anchorage a number of years ago."

Jerry Palmer
Walden, Yorktown 35
Marina del Rey

⇅ A MUCH BETTER WRITER THAN HISCOCK

One of the February Letters made reference to Peter Pye's book

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LETTERS

the *Sun is For Sailing*. Actually, the correct title is *The Sea is For Sailing*. Peter Pye was of the same generation as Hiscock and he sailed a 29-foot, 60-year-old gaff-rigged cutter.

Pye first sailed to the east coast of South America, then, in the referenced book, from England to the Panama Canal, Galapagos, Tahiti, Honolulu, Alaska, San Francisco, then south back to Panama and finally home to England.

Pye did it all with traditional gear: lead line, sextant, kerosene lamps, cotton sails, manila running rigging and galvanized standing rigging. He was a much better writer than Hiscock and made many of us look forward to his journals, which were published in *Yachting World* in the '50s.

As far as Lu Dale's letter about killer whales not attacking humans, it might be wise to look into the drowning of an attendant by a killer whale in the former Oak Bay, Victoria, BC Marine World a couple of years ago. It would make these creatures seem a little less cuddly.

David French
La Conner, Washington

David — Pye, we've since learned, is someone we should know about. Trained as a doctor, he abandoned that as a full time profession in 1931 when he came across *Moonraker*, a rotting 29-foot fishing boat that he bought for less than \$50. He worked with his wife Anne, who sailed with him until his death, making a fine cruising boat out of the vessel. In addition to having a reputation for being excellent people and close friends of the Hiscocks, the Pyes were superb sailors. The tiny engine on *Moonraker* was barely powerful enough to propel them against the slightest current.

Peter Pye died as a result of a tragic mistake during routine surgery. An oxygen bottle was mislabeled and he was effectively gassed to death by the anesthesiologist.

For those interested in Pye's writing, the *Peter Pye Omnibus*, which includes *Red Mains'l*, *Sail in a Forest*, *The Sea is for Sailing*, and *Backdoor To Brazil*, was published in 1986 by Ashford Press Publishing, 1 Church Road, Sheffield, Hampshire, England S032HW. It was compiled by Alexander Norton Welsh.

Moonraker was a floating display at Exeter Maritime Museum (in Cornwall, England) for many years. She's been since purchased by a Danish woman who promised to keep her in 'Pye' condition.

⇓⇑PAYING THE WHORES

While reading the January issue, I couldn't help but notice that a certain schooner had departed for points south. Unfortunately, the skipper cast off without either paying for or returning a foresail we'd built for him.

Perhaps the skipper doesn't know that such acts are bad karma. Back when the square-riggers used to run into trouble, the pundits back on shore always attributed the problems to the fact that the crew had not paid the whores before leaving port.

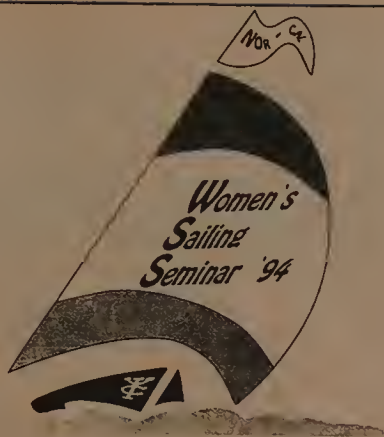
Jim Leech
Neil Pryde Sailmakers
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⇓⇑A FAIR DISTRIBUTION OF THE WORK

My husband and I have been cruising/living aboard for almost 13 years now. The only time we lived together on land was at the beginning of our relationship before we were married.

I wasn't looking for a relationship at the time we met, and neither was he. We were friends first and then he wanted to share his dream with me. I was a complete novice sailor at the time, but had been a land cruiser for eight years prior to our meeting, and thought sailing might be a good way to travel. Having complete trust in his abilities, and confidence in my ability to learn, we began our sailing adventures.

I'm fortunate to have a husband who is also my friend and who respects my opinions. Our boat is ours. When I'm on watch, I have to



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LETTERS

make the calls. It takes time and desire to acquire that responsibility — and a confident, experienced person who wants to teach you.

As to the sailor's ego, there will always be those who think they know more than anyone and that they are always right. There can almost always be more than one way to do something. But whatever the decision is, safety should be the first consideration on a cruising vessel. That's true both for the boat and her crew. You don't have to be a sailor to think you are always right.

There's a lot of shouting when sailing, particularly when racing. After all, it's difficult to hear over the water. When we first started cruising and it was time to anchor, we shouted back and forth to be heard — particularly if an engine was running. As time went on, we developed hand-signals so that now the engine and the anchor rode going out or being pulled in are about the only sounds.

Some men want a woman strictly for companionship and domesticity aboard. Other men want a partner to share and take part in the journey. It's important to learn as much as possible — especially if there are only two of you — if for nothing else but for safety. A lot of times women do not want to do certain tasks — like maintaining the engine or climbing the mast — just like a lot of men don't like washing dishes or folding clothes. On many vessels these tasks are shared, on others, each person does what he/she knows or learns best. As long as there is fair distribution of work, everyone is happy. It is important to be open-minded rather than having expectations that aren't warranted.

As far as equal treatment in the sport, men have been sailing for much longer than women — just like wrestling, basketball and other sports. But after cruising for many years, you'll earn respect and people will listen. Some men are actually surprised when they do learn something from a woman.

We had a friend — a licensed skipper who tends to be a know-it-all — who took us out sailing on his newly bought H-28. When we returned from our sail a few hours later, he noticed a lot of water in the bilge. Having just surveyed the boat, he couldn't figure out where the water came from. I asked if he checked the keel bolts — the only one of us to make the suggestion, I might add — and sure enough that was the problem. Yes, he was surprised and his respect for my sailing knowledge grew.

There are some men who change out at sea. Some become more mellow while others do get more like Capt. Bligh. Many times how he acts as captain depends on how comfortable he feels with the role and responsibility. Of course, there are those who are egoists on land and sea.

I recommend that women keep sailing and even try a few overnight passages with those captains they feel comfortable with. Watch to see when or if he panics, and how he handles difficult situations. Check out your feelings and how you respond during those times. People's moods are changeable, just like the weather. You really never know until you try.

Robin Hilton
Sea Song
Marianas YC, Guam

Robin — "Open minded", "fair distribution of work" — music to our ears.

⚡ODDS ARE AGAINST WOMEN

I'm writing in response to two answers you gave to letters published in the February issue. I'm referring to the responses to *A Touchy Subject* and *Plastic Ships and Wooden Men*.

I quote from your response to *A Touchy Subject*: "Men are rugged individualists who thrive on freedom. Cage them and they wither. Women on the other hand, are possessive by nature and favor as many restrictions on behavior as possible." The response continued with more bull than I care to repeat. The second response to *Plastic Ships* wasn't quite as bad, but I'm still disturbed by your sexist

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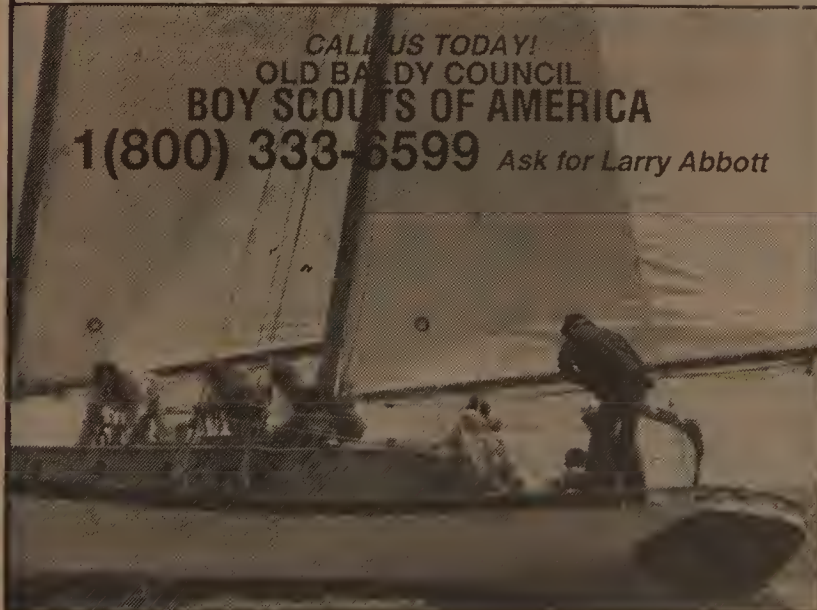
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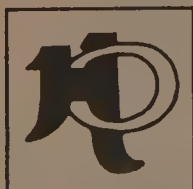
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LETTERS

opinions.

I'm in my 20s and have been sailing for most of my life. I've taught sailing for four years and I've worked in the marine industry for four years. As it is, odds are against women to gain the respect we deserve from the sexist men we must deal with daily. I personally can deal with it and don't take any bull from anyone. But when I opened your rag — which I read regularly — and found this crap, I was upset.

It's not your fault that Michel Seigneur is a jerk, but you didn't have to stoop to his level. I would hope that such a well read and distributed magazine would try to set better standards. If you guys are serious about your answer then I'm sorry. I'm also sure that this won't be the only letter you receive from an angry female. Please try not to encourage male chauvinism, things are bad enough as it is.

Kristen Lawton
San Diego

Kristen — We're not sure about Seigneur, but our response was deliberately over the top. Ironically, there must have been a kernel of truth in our sendup. Here's an experiment you might want to try. Some evening after work when you're having a beer with some of your male friends, pull out the whole quote — including the part about women wishing the world were a Kindergarten and they could be the teachers — and have them read it. Without revealing your true feelings, say, 'I find this really interesting, do you think it's true?'

We think you'll be stunned at the responses, not only from average guys, but from sensitive New Age men — and women, too.

♂MEN, SHIPS AND RELATIONSHIPS ROT IN PORT

The letter from Connie Skoog and some of the responses have intrigued me since I am a captain without a woman at the moment. However, my situation came about from the opposite direction from what Skoog seems to have encountered. Life on the beach and life at sea are not the same. My former lady and I were at our best when together at sea. It was when we had to deal with the day to day grind of the 'real' world that we had our problems.

As you mentioned in one of your responses, the most successful cruising couples have specific roles that each partner takes on to make it a cooperative effort. When we were at sea, I had responsibility for the overall handling of the boat, equipment maintenance and repair, and navigational duties. She took care of the day to day watch schedules and allocating various crew jobs. She did all the cooking, but had help with the clean up. There was much more involved, of course, but the point is we both knew what our roles were and we did not cross boundaries unless we were asked to do so.

Somehow or another we forgot the lessons of life at sea when we were at the dock for any length of time, and thus were constantly running power trips on each other. Now she has her boat and I have mine. It's too bad we couldn't stay at sea all the time.

Jay Ailworth
Strange Bird, Hunter Legend 37
Marina Village, Alameda

♂LEE WILL HAVE TO TRANSFER OR GRADUATE

On January 28, the Chairman of the Naval Architecture and Offshore Engineering (NAOE) Department at the University of California at Berkeley announced the termination of the undergraduate program in Naval Architecture. This will become effective in May 1995. A greatly reduced program may be available through the Mechanical Engineering Department.

Based on internal and external reviews held during 1993, the future of the graduate program is in doubt. The fear is that the current UC financial crisis will be used as an excuse to disband the department and roll the remaining faculty and students into either Civil or Mechanical Engineering. (Thus Lee Helm will either have to graduate or find another department.)

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LETTERS

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For more information, the NAOE phone number is (510) 642-5464. The fax number is (510) 642-6128.

Paul Miller
NAOE Graduate Student

Paul — Is there no stopping the decline of the Big U?

⇕ WHEN IN DOUBT . . .

In the January 1994 issue, you wrote that the lessons of the 1982 Cabo storm that drove 28 boats on the beach "were few and simple: don't anchor too close to shore, don't anchor too close to other boats, don't anchor with wimpy ground tackle — and don't wait for things to get better before they get worse."

You left out the most important lesson of all: if in doubt, head out! If those 28 boats had gone to sea and hove to in the lee of Cabo Falso — the wind was coming out of the East — chances are all would have survived to sail again.

Robert J. Coleman
Southern Cross, Anglemans ketch
San Diego

Robert — 'When in doubt, head out', would fall under the general category of 'don't wait for things to get better before they get worse'. But thanks for making it as clear as we should have.

⇕ WE'D NEVER BEEN EQUALLY GOOD BEFORE

Gosh guys, you missed the point! "Captain: A person who is in authority over others; chief; leader." Look it up. I think most cruising couples would see themselves as partners, not leader and led.

However, there is a very clear need for sharply drawn lines of responsibility and decision-making. I don't know how you'd feel about calling for assistance in the middle of the night and being second-guessed by your off-watch partner, but I wouldn't want to go to sea with someone who didn't trust me enough to accept my assessment of a situation and vice versa.

As far as your ideas of who does what, *bushwah!* Where have you been cruising, the Playboy Mansion? In my experience, cruisers, regardless of sex, just do what has to be done, whether they like it — or take to it — or not. Nearly anyone can teach himself or herself to be a competent diesel, refrigeration, or outboard mechanic, DC electrician, rigger, cook, gel coat repairman, varnisher, bottom painter, sail repairer or what have you. And if you're going to cruise, you better plan on it.

As far as my ex-co-captain, the status was worked out before we left and the situation existed because we had never been equally good at something before. As to the marriage, 22 years went south as soon as we did because he hated cruising — too unstructured.

Hoping you learn to see around those pig noses you've been wearing.

Polly Knappen
Pacifica

Polly — Although pigs are among the smartest animals, it probably won't come as a surprise to you that we still miss the point. How do you have a "sharply drawn line of responsibility and decision-making" when you have co-captains? Does responsibility run from co-Captain A down to Co-captain B, or from Co-Captain B down to Co-Captain A? Or — as would more likely be the case — would it be settled by an absurd tug-o-war over the wheel? Perhaps you could call the operations center at one of the airlines and ask why they don't have two co-captains on each flight?

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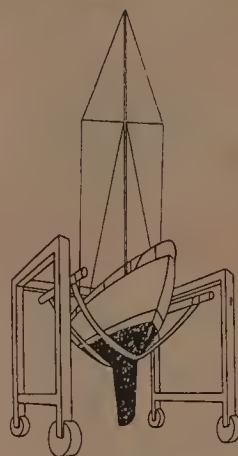
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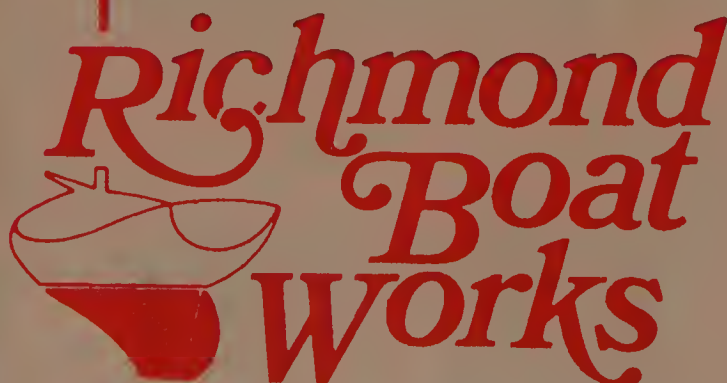
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LETTERS

How do we feel about calling for assistance in the middle of the night? Just fine, thank you. We always value second and third opinions — and even more so when fatigue is likely to affect perceptions and clear thinking. We've made some whopper mistakes in the past, so we appreciate it when anyone tries to prevent us from making others.

However, if we woke up our off-watch and asked for a second opinion and they saw things differently than us, we'd hardly denigrate it by describing it as "second guessing". If you're not going to give consideration to the other person's opinion, why solicit it in the first place? You'd be better off sailing with a squad of sycophants.

You don't want to go to sea with someone who didn't accept your assessment of every situation? Fine. As for ourselves, we'll stick to sailing with folks who respect the opinions of others and don't cruise under the illusion of personal infallibility.

You and we are in agreement, however, that most anyone could learn to be competent with diesels, refrigeration and boat electrics. But there's a big ocean of between 'could' and 'are'. When cruising in your own personal Fantasyland, Polly, perhaps as many women as men are skilled with diesels, refrigeration and boat electrics. But that's not how it is in the real world — and what's more, you know it. There's certainly no reason that can't change in the future, by why be deceitful about the present?

As for your former husband not liking cruising because it was a less structured life than he preferred, that doesn't strike us as being a sin. We know a number of people who don't care to cruise, but hardly consider it a character defect.

"Beware of anger," cautioned The Ancients. "It will blind you to the good in people and the world."

⇕ TWO SHEETS OF PLY

In January's *Dinghy Primer* article you wrote that the El Toro could be made from two sheets of plywood. Assuming one possessed the skills. Do such plans exist in the public domain?

From the photos of the El Toros I noticed that none seemed to have state registration numbers. Is there a minimum size requirement for registration or do El Toro captains slip under the radar?

P.S. Your magazine is one of the few things I read regularly.

Jeff Christian

(408) 996-4700; fax (408) 996-4774
Northern California

Jeff — The El Toro design is in the public domain. Call Helga Wolff of the El Toro Association at (510) 656-1276.

El Toros don't have to be registered with the state — unless you mount an outboard motor on the back. It's internal combustion, not length, which determines the necessity of having registration numbers.

⇕ REVIVE THE DEAD DINGHIES WITH AN OPEN CLASS

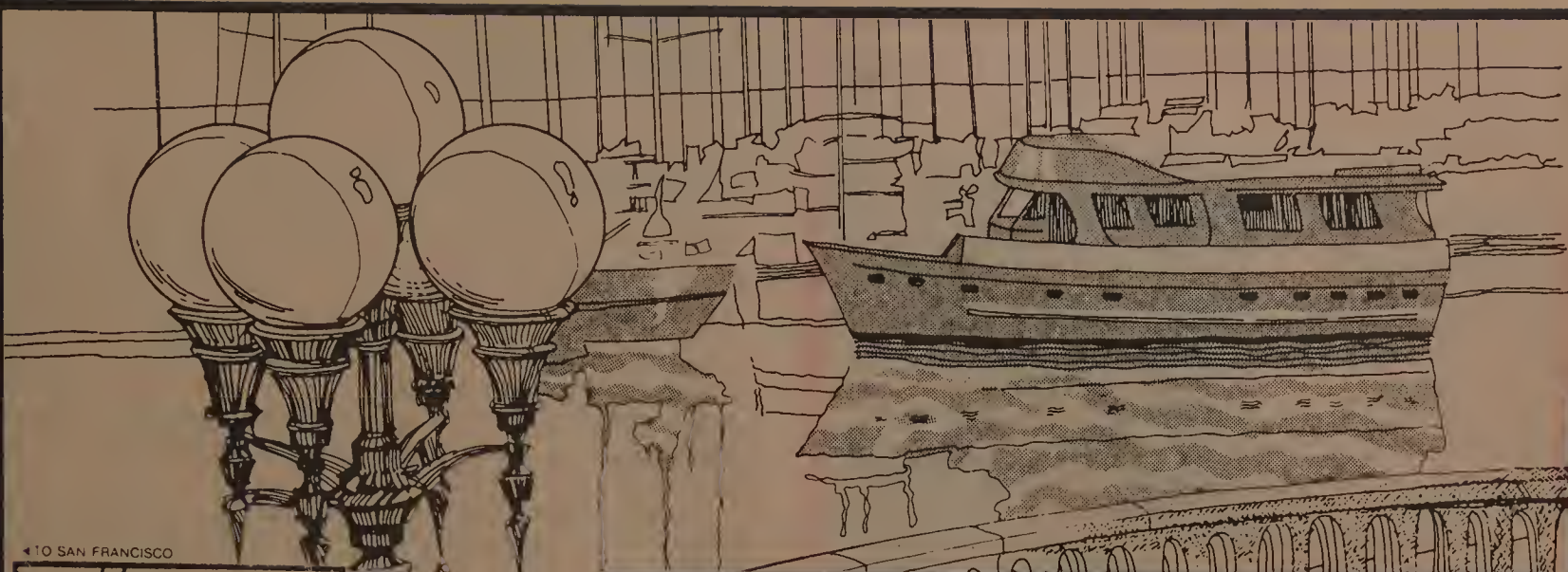
Thanks for the great six-page dinghy article — with photos — that appeared in the January issue.

Unfortunately, I have a problem with the SBRA (Small Boat Racing Association). It's that they do not have an open handicap class for the Bay or lake circuit for the boats you referred to as members of the 'dead classes'.

The Portsmouth Numbers Committee has handicaps for 450 centerboard class boats. Multihulls have their own Portsmouth numbers.

But by not having an open class, the SBRA eliminates participation of the 'dead class' boats such as the scows, Flying Scots, Flying Dutchmen — and the hundreds of other designs. So owners of such boats are limited to yacht club events on an invitation basis or sailing one-design in regional races.

The Portsmouth Handicap System is controlled and sponsored by U.S. Sailing (formerly U.S. Sailing Union), which is our governing body. What would happen if there were no PHRF? Would all the keel



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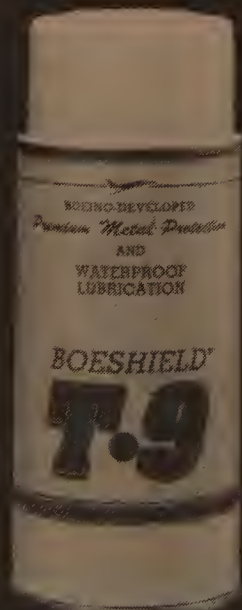
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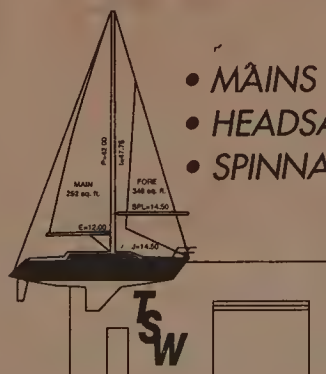


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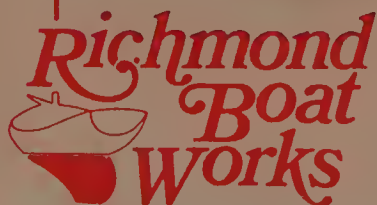


If you come down for a visit you'll find the original floor planks still here. Those planks ably continue to hold up the band saw (which sits right where the lines for the first El Toro were drawn) and cradle the sawdust from hundreds of various boat projects.

Many well-known Bay Area sailing characters have shared their stories and built and cared for their dreams on these grounds, people like Lee Conn who started working here long before 'the war' and built three boats here, and Vale Wright who has been a customer for more than 30 years. Then there's *Fuzzy Bear*, which has been coming to Richmond Boat Works for more than three generations for her haulouts. Over the years many classic boats have been built here, many considered thoroughbreds in their day.

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LETTERS

boats not racing one-design end up 'dead boats'?

Latitude is a great rag. I send all my well read copies to my buddies on the Gulf Coast, most of whom have been boat owners for over 50 years.

Gordon Hyatt
Marin

⇅FOUR NAME CHANGES

One of the nice things about cruising sailors is that they seem to try to learn from the mistakes of others. This is probably because it increases their chances of survival.

I also like cruisers' self-deprecating sense of humor. We know one cruiser, for example, who cashed in his burger joints to go cruising. When he did, he adopted the Native American custom of taking on a new name upon surviving an upheaval in life.

When another cruising friend heard the story, he said that if that had been the case with him, he'd have already changed his name four times during his summer cruise of the Bahamas. And that one of his new names would have been *Dumb F--k*.

As a personal example of screwing up, I'd like to claim the record for the cruiser who has been lost by the greatest distance. When I first purchased my Magnavox SatNav, I installed it and exultantly waited for a fix to appear. But nothing. Although the installation was very simple, I rechecked every step — and even bought another coax connector — to eliminate the possibility of a mistake. Still nothing.

Because I had a telephone aboard, I was able to place an indignant telephone call to Magnavox's service department and rage about their defective equipment. I was put through to a very professional representative who calmly lead me through all the installation steps. It was then we discovered that I had entered the Eastern rather than Western hemisphere when initializing the unit.

Figuring the best defense for a screwup like mine was a good offense, I blustered on: "Shouldn't a sophisticated piece of equipment like yours know to throw out gross errors?!" There was a moment of silence on the other end of the line as the service rep no doubt drew himself up to reply: "Sir, we feel that if you don't know what hemisphere you're in, you shouldn't be using our equipment."

I really like a person who doesn't mince words.

We've had perfect performance from that SatNav ever since.

P.S. We're going cruising in early '94; we just don't know where.

David Morgan
Saravah
Miami

David — You weren't alone in making that mistake.

⇅TRUTH FROM FICTION

In the past months I have sent many letters to the editor with support data by the *Honolulu Advertiser* and *Star Bulletin* which emphasized the abuses and problems shared by boaters in Keehi Lagoon as a result of Hawaiian Boating Act 379. You chose to castigate the Hawaiian Navigable Water Preservation Society and postulate the writings of Jerry and Barbara Phillips who visited the islands only briefly.

It is our conviction and that of other concerned boaters in Hawaii that your arrogance on this issue is exceeded only by your inability to determine truth from fiction. This is a sad commentary for an otherwise excellent publication.

Don Klein
Vice President, Hawaiian Navigable Waters Preservation Society
Marina del Rey

Don — How about a little sympathy for us? No matter how much we want to empathize with your cause, we can't help but come to the conclusion that you've consistently distorted the facts. Unfortunately, this has been borne out by the experience of the Phillips', who have

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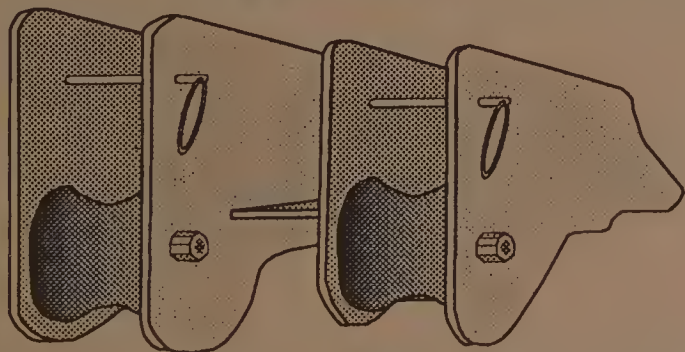
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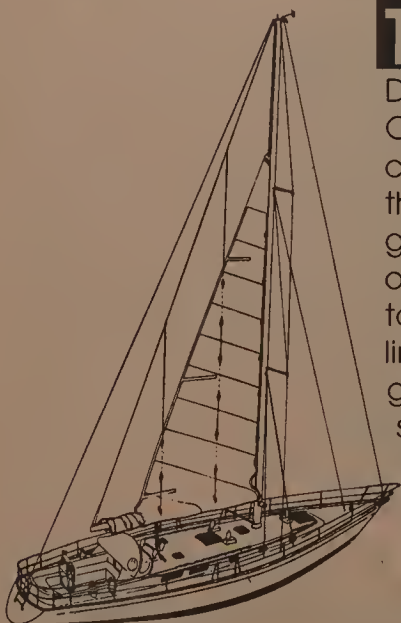
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LETTERS

no axes to grind with anyone, and others who cruised Hawaii last summer. So our choice is to either suspend our ability to reason — such as it is — and agree with you, or call things the way we see them.

To recount what we believe:

1) Hawaii is not a particularly good place to cruise because there are a surprisingly small number of anchorages.

2) While the state of Hawaii is not particularly boater friendly and the state facilities are mediocre at best, there are no excessive restrictions that would inhibit cruising the Islands for a season.

3) Boats that sail from California to Hawaii won't have any problem getting permits for extended stays at places like Keehi Lagoon and the Ala Wai Yacht Harbor.

4) There is a battle royale that's been going on in Keehi Lagoon over the issues of anchoring rights, living aboard and the definition of a 'navigable vessel'.

5) The battle royale taking place at Keehi Lagoon and the concerns of active cruisers are largely unrelated.

⇕ FLY WEIGHT

After searching the Bay Area for a set of distributor fly weight springs for our old model Atomic 4, we were in position of the king who lost the war for want of a nail. In our case it was no spring, no engine, and no engine, no sailing.

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Ron Gazzano
Arcadi
Berkeley

⇕ ROUTINELY TRANSFERRED

In the January Sightings titled *Ground Zero*, you were accurate about the *Enterprise* running aground incident — at least up to a point.

The Captain indeed "... took full responsibility for the grounding and was then assigned to a desk job ..." In fact, then Captain Robert Kelly had already been selected for promotion to flag rank (rear admiral) and was routinely (not punitively) transferred to the Pentagon, as is the case with nearly all junior flag officers of the line.

Subsequently, Admiral Kelly has been "enjoying a distinguished career ..." and was last reported wearing the four stars of a full admiral and in command of the entire United States Pacific Fleet (CINCPACFLT) with headquarters at Pearl Harbor.

I just wanted you to know "the rest of the story".

George Cummings, USN (Ret)
Nutmeg, Catalina 30
Brookings, Oregon

George — Boy, are we glad you straightened us out on that one! After the incident happened, the Navy certainly left everyone with the impression that while the grounding hadn't been Captain Kelly's personal fault, as captain he was taking responsibility — and thus taking himself off the career fast track. We got played for chumps on that one!

⇕ WHICH END GOES IN FIRST

First and foremost, thanks for the greatest sailing rag going. The only thing you haven't covered regards worms. When removing them from your boat, which end goes in the tequila first?

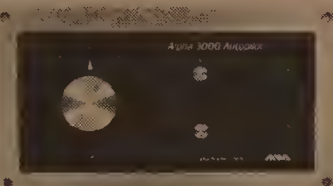
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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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LETTERS

Now for the serious stuff. "What," you asked on page 146 of your January issue, "is in a name?" After a lot of thought and input from various and sundry potions, nectars and elixirs, my partner and I finally decided that putting the three magic keys — 'Ctrl+Alt+Del' would be just too confusing for all the competition trying to read the name on our transom as it got smaller in the distance. So we did the right thing and named our boat *Warm Boot*! I think that's what you thought it meant.

On the 'someday, when we can afford it' list, we hope to put the keys on a spinnaker.

Our thanks to Joe Spronz and company for winning the Nationals for us, as I was coming down I-5 from British Columbia and Washington that day. My partner, while unable to race due to recovering from Chemo and Rads is able to put in 100% on race committee. Beware folks, she'll be back in action by the time the Vallejo Race rolls around. If not as 'armstrong' as once, she does a great job as a tactician.

John Colley / Linda Anderson
Islander Bahama 24, *Warm Boot*

John & Linda — We'll be looking for you both at Vallejo — with a worm and a bottle of tequila.

THIRTY TO FORTY THOUSAND OF THEM OUT THERE

As the owner of a Ranger 33 powered by the dependable old Atomic-4, I was pleased to see your article in the December issue in which this trustworthy old power source was given its due. There are an estimated 30,000 to 40,000 of them out there pushing boats around. With proper care, most of them will outlast their owners.

Author Mike Hocklin was right about the sad shortcomings of the original manual, but all is not lost. A really comprehensive service and repair manual is available through Seacraft Publications at 135 George Street South, #902, Toronto, Canada, M5A 3E8. The cost is \$26.95 by check or money order — and it's worth every cent.

Another great source of information is Don Moyer of Moyer Marine at 1610 Susquehanna St., Harrisburg, PA 17102. He's an Atomic-4 nut who makes you feel you're privileged to possess such a gem. He publishes a newsletter which is a dazzling source of esoteric knowledge on how to keep your motor up and running at its very best. I've forgotten what he charges, but you can reach him at (717) 233-1458. Ask him for every copy since #1.

I love my Atomic-4. It's the only engine I've looked at in the last 20 years that didn't intimidate me. Mine runs quieter than any diesel I've ever heard and a whole lot smoother. I'm going to keep it running forever.

Steve Butin
Moulin Rouge
Vallejo Marina

WE WERE IMPRESSED

Having read Edward Zouk's December letter, I thought I should share another whale's tale.

On an overcast Saturday last January, my wife, a friend and I left Marina Village in Alameda with the purpose of going whale watching outside the Gate in our two-month old Hunter 42. After getting near the west end of Angel Island and finding not much wind, we gave up on whale watching and headed through Raccoon Strait and back toward Alameda.

As we approached Treasure Island, it started to rain and the wind died. So we lowered the sails and cranked up the diesel. My wife thought it would be a good time for rainy boating music, and thus put *Dream Spiral* in the CD player. Soon the melodious sounds of New Age music filled the air.

I decided to head down the east side of Treasure Island while our friend, Bill Henley, former U.S. Navy coxswain, decided to wow my wife with his knot prowess. So where's the whale in this tale?

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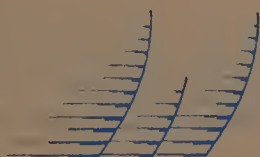
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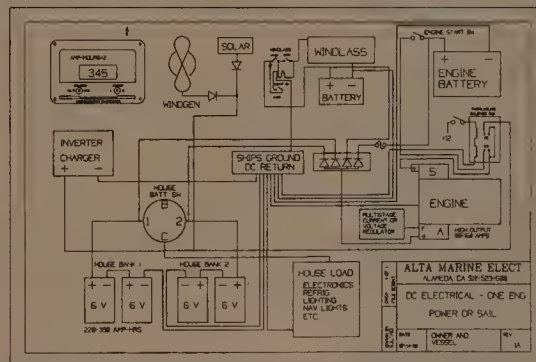
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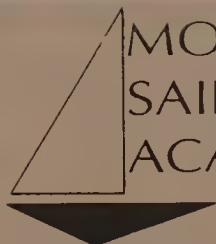
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LETTERS

As my wife and Bill were back on the starboard quarter deck reviewing the many aspects of knotology, and I was feeling safe and secure in our large, powerful boat, there was suddenly an explosion of water from beneath the starboard side of the boat.

'What the hell's happening?' I thought as a grey monster with yellow and white spots came charging out of the water. 'It's a shark,' I thought to myself. 'No, it's a porpoise. No, it's a whale!'

As the whale continued to rise out of the water, I waited for the boat to be thrown upward or at least to port. My wife was yelling — women do it, too — "Hang on! Hang on!" But the whale fell back into the water causing no more damage than its mighty splash which covered the foredeck. And then it disappeared. Everything and everyone was quiet, waiting to see what had happened to this 20 to 25-footer.

Then I began to worry that it was a young whale that might have been separated from its mother. I started looking for a great white whale charging at our beam at 20 knots. But all was quiet.

The three of us all started talking at once — and then the whale breached about 20 yards behind the boat! We roared with excitement. It then came toward the stern of our boat, surfacing and blowing two or three times before disappearing.

After another five minutes of silence, Bill wondered, "Where are the whale kibbles and bits when you need them?" As if on queue, the whale breached 50 yards off our port quarter! It rose two-thirds of the way out of the water, turned on its side to eye our boat better, and then fell back into the water. It surfaced twice more in front of our boat before disappearing for the final time.

We were impressed. Not only because a whale came to watch us and/or seek out the music, but because it decided not to harm us or our boat. When we docked, I was certain there would be marks on the starboard waterline where the whale breached from under our boat. But there weren't any. They must have great control over their bodies.

Why did we wait so long to report this tale? When we called the Cetacea Society, the person who answered made it sound like whales in the Bay are common. When we told other people, they didn't get excited or seem interested. So we kept the story pretty much to ourselves until we read Edward's tale.

P.S. After subsequent reading, I have found out it was probably a humpback whale. They are known to be great breachers.

P.P.S. The following week we met a whale researcher who said whales, in spite of being huge, are very sensitive of their surroundings and have excellent control of their large bodies.

Bob Yandow & Shirley Joyal

Postulate
Santa Cruz

⚓ THE SEA IS SAND AND THE SHIPS ARE CAMELS

I just received the November issue out here in the Western Sahara desert, and it really made me homesick for the Bay Area! I'm on a United Nations peacekeeping mission where the sea is sand and the ships are camels!

I've ventured to the Canary Islands during my time off and they have some great little harbors frequented by cruisers who were about to start the Atlantic Cruiser's Rally. My favorite is Puerto Morgan on Grand Canaria; it has a quaint stone quay with great pubs and towering cliffs as a backdrop. As usual, several hospitable cruisers welcomed us aboard for drinks!

I would like to throw out the idea for a liveaboard sailboat race which would emphasize having fun! I think that there are a sizeable number of participants out there in Bay Area marinas from Redwood City to Vallejo who'd turn out to participate were any group or club willing to sponsor it.

A reverse start using PHRF handicaps could be utilized and the entry requirements should require proof of liveaboard status — such as a marina lease agreement. The finish would be quite a sight as the

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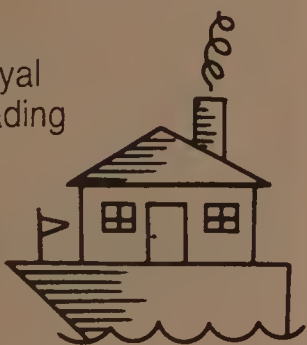
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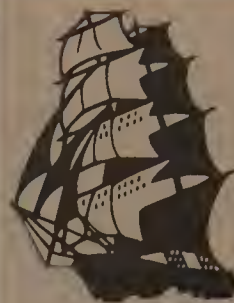
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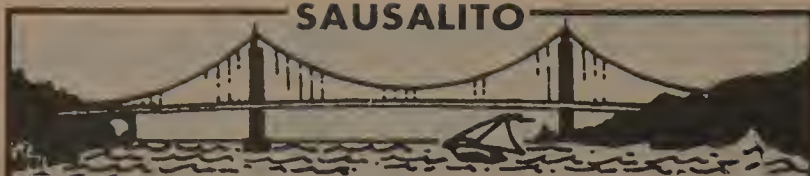
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LETTERS

boats should all cross the finish line together — and why not have a big Caribbean party to finish the festivities? After witnessing such fun events such as the Plastic Classic and Master Mariners, one more regatta wouldn't hurt. Perhaps some sponsors could even be found for the awards!

Pete Clapham
Oakland YC

Pete — There's a hole in your hull of an idea: the majority of liveaboards would refuse to admit it. After all, who wants to risk a wonderful — but often illegal — lifestyle?

⇕ CUTE, BUT NOT FACTUAL

Boyer's story about Nelson and the *Bon Homie Richard* was cute — but confused. You guys should know better than to throw around Nelson facts without checking.

1) Nelson did not lose an eye off Corsica. He was blinded by rock splinters from a French cannonball while directing counter-battery fire from shore during the siege of Calvi, Corsica. At least you got the island right.

2) Nelson did, however, lose an arm off the Canaries. It was amputated by the ship's surgeon after being shattered by a musketball during the storming of the town of Santa Cruz in the Canary Islands. It was a rare defeat for Nelson.

3) As for Trafalgar, a friend wants to invite you all to a party in the city. Over here at the Sand Bar, the surf capital of Taraval Street, every October 21st, owner Dan Bertolucci celebrates the "Immortal Memory" of the death of Nelson on the date of his glorious victory over the combined French and Spanish fleets. How about a toddy for the body next October?

P.S. The 'greatest sea story every written' is still Mahan's *Life of Nelson*. It's the best because it's true.

James B. Klein
Admiral of the Fleet

⇕ I LOVE HIM

My husband and I spent last year in San Diego where my older brother Curtis introduced us to *Latitude*, the sailors' drug. We found that he had been slipping my father the occasional copy for years. Now we're back in Maryland and, like my father, have to rely on Curtis to send the occasional issue east from Oakland.

We read about Kimo Worthington's rescue of the crew of *Eclipse*, then read the responses to the Ed Marez letter. But we're frustrated because we missed the issue with the article that caused all the letters to be written. So now we're subscribing because we don't want to miss a word the next time you guys discuss subjects like that, manifestly unsafe voyages and hard-starting diesels.

P.S. Do you guys print dull ordinary requests for subscriptions in your classy magazine? I hope so, because this subscription is for my dad and I'd like the chance to tell him in print that I love him.

Megan Whalen Turner
Silver Spring, Maryland

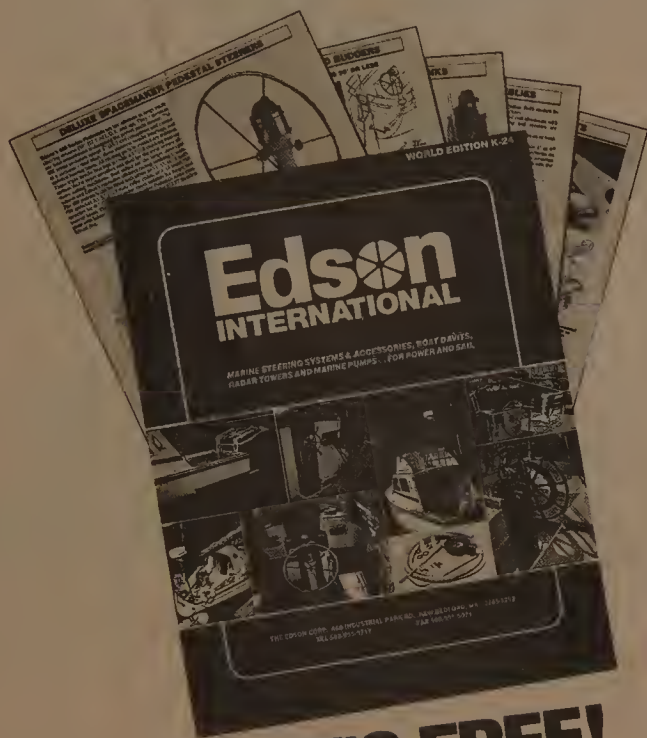
Megan — We only publish subscription requests when they're accompanied, as is yours, by declarations of love. With all the hate and hostility in the world today, such sentiments are refreshing, even between children and parents.

⇕ COVERED WITH CARDS FROM YORKTOWN CRUISERS

There I was riding around in Arnold's Humvee, chatting away to Warren Beatty, swapping negotiating tips with Swifty Lazar, exchanging guitar riffs with Billy Idol and generally trying not to stare down Kim Basinger's cleavage when I suddenly thought: "Gosh, I must write to those excellent chaps at *Latitude 38*!"

Enough daydreaming. While you lucky lot up north were screaming across the Bay in 25 knot winds, I was languishing here off

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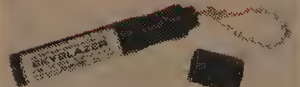
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LETTERS

Redondo Beach in five-knot zephyrs. It was then that it occurred to me that your correspondent in a recent edition — and other Yorktown owners — might be interested to know that Hank McCune is alive and well. The legendary designer and builder of Yorktowns not only is 77 years old, but he's still building great boats!

I had just sold my Columbia 25 and wanted something that would eventually enable me to sail to Tahiti, so I started looking around and discovered that for heavy but surprisingly fast cruisers, Yorktowns are one of the best deals on the market. This is especially true if you could find one which had been finished professionally in the Yorktown yard as opposed to one of the 'kit' versions where the owners finished off the interior. I was fortunate enough to locate and purchase a 33-footer that had been built and finished by Yorktown.

As I understand it, companies such as Cal, Columbia and Islander — which built most of California's sailboats in the early days of fiberglass — are no longer in business. It might come to the surprise of many that McCune, one of the founding fathers of California fiberglass boatbuilding, is still available for advice, help and replacement parts.

I rang McCune up and explained that I'd just bought a 1975 33-foot Yorktown and asked if he would be kind enough to give me some advice as to how to tune and balance her so as to get her sailing the best possible. Well, McCune has since spent hours out sailing with me showing me how to get my boat to perform at her optimum level. This is pretty remarkable when you consider that I didn't even buy the boat from him. McCune just loves sailing and the boats he produced.

Anyway, I cannot speak highly enough of the help and encouragement I have received from this remarkable man. If any other Yorktown owners or prospective owners would be interested in talking with McCune, they just have to pick up the phone and dial (310) 830-4732. He's happy to supply replacements parts, answer questions — or even build them a new boat!

More than anything, I know that McCune would love to hear from folks who've gone cruising with one of his boats. He has a large bulletin board in his yard that's completely covered with postcards from Yorktown cruisers all over the world.

Right now I've got a business that gets me close to shore, but maybe one day I'll be writing you from Tahiti. However, the sun is shining, it's 80°, and I have to take a couple of pretty clients out for a spin round the bay on our company yacht, the Yorktown 33 *Valiant*. It could be worse, couldn't it?

Patrick Purdon
Rolling Hills Estates
Yorktown 33, *Valiant*

DO AS THE GOVERNMENT SAYS, NOT AS THEY DO

When I was in Hawaii, I visited the Arizona Memorial at Pearl Harbor, which I found to be very impressive. While there, I noticed some oil bubbling up and mentioned it to the guide.

"It will probably be bubbling up for another 50 years," he told me.

"Don't they plan to do anything about it?" I asked.

"It's so little and disperses so quickly that it's negligible," he replied.

I thought about that all the way back to my boat. I thought about the little sign we've all got to have posted in our boats, the one that says we're subject to a \$5,000 penalty if we don't have the sign that says 'Thou shall not discharge oil'.

After all that thinking, I called the Coast Guard Oil Spill Hot Line and asked them if they shouldn't do something about it. Their answer was almost word for word what the guide at the memorial had told me.

Even though it's been three years since it happened, I still can't get it out of my mind. Would they have the same attitude towards me or other mariners if one of us spilled a quart of oil or a gallon of diesel in the water. I doubt it.

Am I just super sensitive to this issue or has anyone else

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LETTERS

experienced this same casual attitude?

Would it be asking too much for a spill boom to be placed around the area and maybe once a week have the fuel sucked up? Heck, maybe they can put the oil in little plastic bottles and sell them on key chains to tourists.

What does everybody else think about this?

Fred Quigley
Winchester, Oregon

Fred — We doubt that the small amount of oil coming up from the Arizona is going to kill all the marine life in Pearl Harbor. The truth of the matter is that there are a number of places where rather large amounts of oil float up from the ocean floor naturally — and have done so for hundreds of years. The tar that covers surfers along the Santa Barbara coast isn't the result of any oil spill, it just seeps out through the cracks in the ocean floor.

We suspect that what's really getting your goat is government hypocrisy. Other examples being that Congresspersons are the only ones who are exempt from civil rights laws, the Navy being able to use highly toxic paints and dump stuff into oceans long after taxpayers are forbidden to, the government advising us to be wise with our money while they spend like cokeheads who just won a lottery, the government being last in leadership and first in exempting themselves from laws they lay on private citizens.

Frankly, we suggest you don't sweat the small stuff. And the oil coming out of the Arizona is probably small stuff.

⇓⇓ DRY AGAIN

We've been reading your magazine for many years and can truly say that when we were boatless you kept our dream of sailing alive. Now that Linda and I have obtained our dream vessel, you have helped educate and guide us in preparing her for the ultimate challenge of going out the Gate and turning left. I can't think of an issue that hasn't made an important point on some part of our total plan.

Another 'thank you' goes to Nicro Marine. Our boat is an older one-off Ericson designed by Ron Holland for racing and not particularly dry. She was 'rode hard and put away wet' in the early '80s by the likes of Chris Corlett and Tom Blackaller. After much repair and TLC, she's our pride and joy. And now, because of two Nicro day and night solar vents, she's relatively dry.

Unfortunately, after a while both vents would only run an hour or so after dark. Nicro first replaced the batteries without any hassle, but within two weeks they sent us two brand new updated vents absolutely free. These really do work and thus thanks to Nicro Rooster Cogburn is dry again.

Tim & Linda Leathers
Rooster Cogburn
Sausalito

Tim & Linda — We've been on wet boats and we've been on dry boats. It's a far, far better thing to be on the latter.

⇓⇓ IT WOULD BE WONDERFUL TO HEAR FROM YOU

It's been more than 20 years, old friend, since we parted company way back in 1962. We've intended to write you, but we have no idea where or how you are — hence this open letter in *Latitude*.

I'm sure you'll remember us, Romaine, from the wonderful cruise through the South Pacific we had together in the late '50s. I've told many sailor friends that you were the ideal cruising ketch, all 53-feet and 36 tons of you. The strength of your riveted iron hull became so evident the time we bounced you off the reef in the Takaroa Pass.

As you'd been built by Krupp Iron Works in Keil, Germany, for a crown prince in 1925, nobody could believe that we bought you for just \$20,000. Nor could they believe that we could cruise you for 20,000 miles and get all our money back when we sold you.

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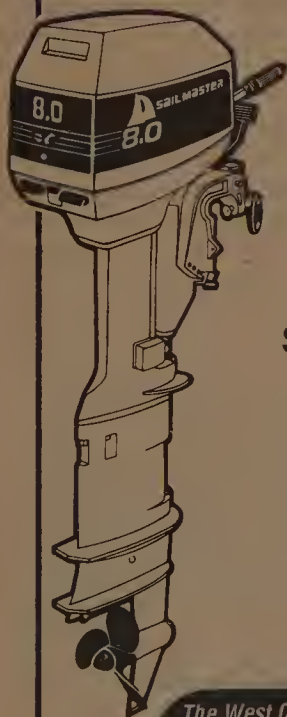
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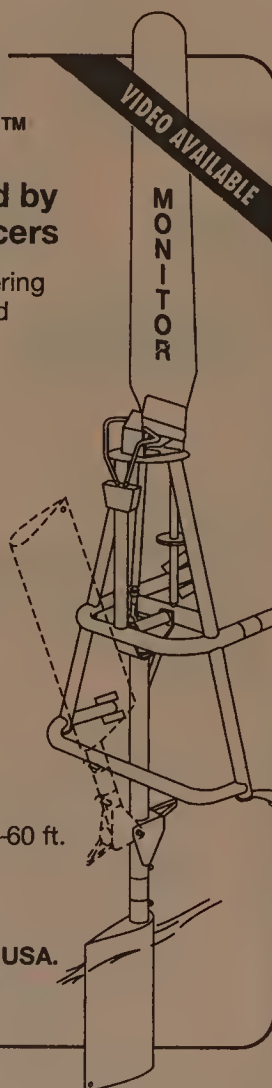
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LETTERS

We loved your canoe stern and your flush deck with your neat teak doghouse. You were a handsome yacht with your French-polished African mahogany salon, Italian marble, mosaic tile and green leather settees. Remember the great rum punch party with 16 people in your commodious salon?

We all marveled at how well you sailed after we stepped the 65-foot spruce mast that Ronnie Wise built for you. Some find it hard to believe that you had a best day's run of 210 miles, but it's true. You sure did some outrageous surfing that day as we crossed the equator. I wonder if you still have that 68 hp Albion diesel which always performed so faithfully.

It would be great to hear from you or from someone who knows where you are. The last report we had was from a friend who saw you at anchor in the U.S. Virgins — but that was back in '78. So if this message gets passed on to you or somebody you know, please call (415) 331-8989 collect.

P.S. We loved your name so much we named our daughter after you. We thought you'd be proud.

Stuart & Emily Riddell
Sausalito

⇓ GENEROUS LITTLE GIFT

I just wanted to share with you the warmhearted generosity extended to my wife Susan and I while she was in her second trimester of pregnancy.

Sally and Kame Richards at Pineapple Sails have always had a close association with the Catalina 27 fleet and it was through the association that I was fortunate enough to meet them. A few years ago, I purchased a couple of Pineapple T-shirts to go with a new set of sails for my boat. Along with my *Latitude* hats, Pineapple is the only other brand name I wear with pride.

Anyway, it was time for a new set of shirts, so I called Sally and she said they would be in the mail that afternoon. We talked for awhile and Susan's pregnancy was mentioned. We had a big laugh

about our future little addition to the Bay Area sailing community.

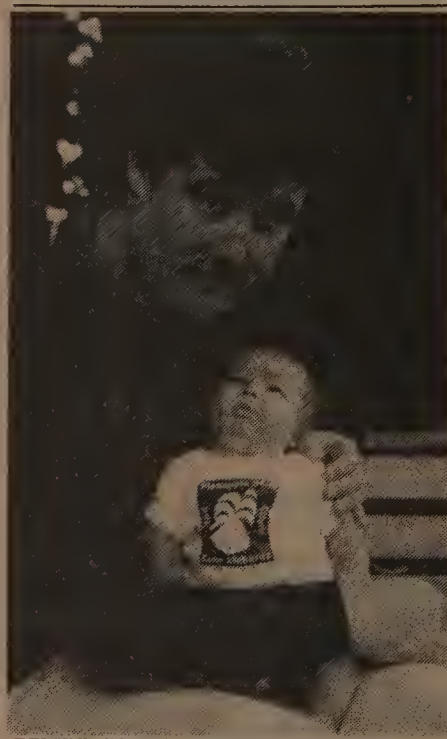
When the package from Pineapple arrived, we were surprised to find a shirt for our infant son Ryan enclosed with my regular order. It was a thoughtfully generous little gift that still means a lot to Susan and me.

Enclosed you will find a picture of daddy and Ryan taken by mommy. It goes to show that the power of Pineapples extends a lot further than the building of highly respected sails. Ryan now knows that it's the people at Pineapple and their generous heart that makes the difference.

Ditto for *Latitude*. Thanks to all of you for 200 issues of the best sailing rag around, bar none. You're the greatest.

P.S. 'DB' (Double Burn, *Latitude*'s former office cat, courtesy of Kay) is alive and well.

Michael J. Creedon
Larkspur



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5/8"	12200	122648	\$ 66	55¢
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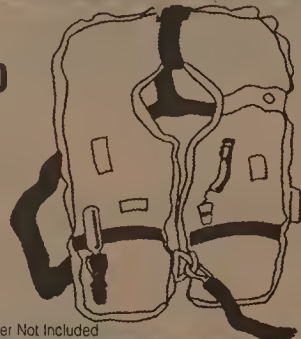
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**124⁹⁵
144⁹⁵**



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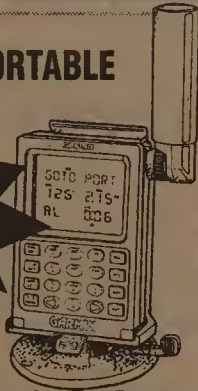
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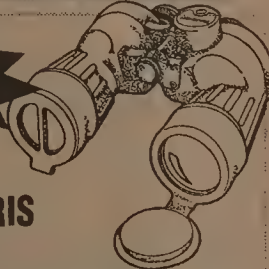
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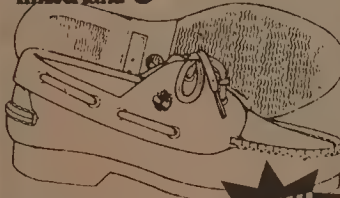
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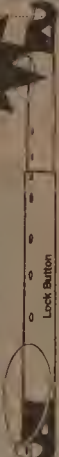
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Model	Lgth.	Reg.	Sale
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190892	10-18ft.	\$399.00	399 ⁰⁰
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Model 524777

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LOOSE LIPS

Too damned independent.

One of the Bay Area's most energetic and well-respected behind-the-scenes race organizers is Don Sandstrom. Not only has he done a masterful job of running the Bay Area Multihull Association's Doublehanded Farallones Race almost every year since 1982, he is also a pleasure to work with from a journalist's point of view: always organized, always having time to chat, and always willing to answer even the dumbest questions with aplomb.

Don is also one of the most well-respected blue water sailors ever to have ventured out under the Golden Gate. He has completed not one, but two circumnavigations aboard *Anduril*, a 40-ft trimaran he built himself. The first, which lasted from 1975 to 1980, was a family affair with wife Joanne and sons Erik and Donald. Although Joanne flew to meet *Anduril* at various stops during the second circumnavigation in 1988-'89, it was primarily a father and son effort for Don and Erik. The latter adventure constituted the only two years since 1982 that Don hasn't run the Doublehanded Farallones.

Sandstrom hopes that his third year of absence from the DH Farallones — 1994 — will be a charm.

Don has been contending with Parkinson's disease for 20 years, and the last couple of years have been increasingly difficult for him. The good news is, it looks as though he may be one of the first sufferers in the United States to undergo a new treatment developed in Europe. In essence, this involves the implantation of a series of electrodes that act as a 'pacemaker' for the brain. While not a cure, early results from France indicate that 90 percent of patients receive almost total relief from the incessant trembling common to Parkinson's. As no West Coast hospitals are yet performing the surgery, Don will probably go under the procedure at either Harvard or Baylor. About a year's rehabilitation should have Don positively not quivering with excitement to take charge of the 1995 Doublehanded Farallones.

Don's wife Joanne says he has a hard time with this next part "because he's too damned independent to ask for help." So we're going to ask for him. The Sandstroms' insurance is not expected to cover the estimated \$30,000 medical bill for the new procedure.

So we here at *Latitude* are appealing to the sailing community to help out one of our own. Don Sandstrom has given a lot to sailing, and it's our hope that sailing can return the favor. So give those piggy banks a shake. It doesn't have to be a lot. Send donations to Sandstrom Fund, Box 1716, Mill Valley, CA 94942.

Planning Ahead.

The San Francisco Bear Boat Association is planning the 65th birthday of the Bear with a Renaissance Reunion party in the spring of 1996. You read right. The reason they want to get the word out now is that they want to find every past owner, skipper and crew ever to have sailed these native-to-the-Bay 23-footers. So if you have owned or crewed on any Bear Boat since the launching of Hull #1 in 1931, call (415) 765-6904 and leave the name of the boat, as well as your name, address and telephone number.

There are two other things the Bear fleet is hunting for. One is a place large enough to handle the hundreds of sailors expected for this bash. The other is an 'angel' who might consider footing the bill to restore old #1, *Merry Bear*, by reunion time. As you may recall from past issues, *Merry Bear* fell on hard times when her elderly owner began to have health problems. She eventually sank at her slip, but was raised and donated to the National Maritime Museum. Unfortunately, the museum doesn't have the money to restore her, either.

If you're angelic — or bearish — about such a notion, let the Bear fleet know at the number above.

Not to ring our own bell, but . . . RRRRIINNNNNGGGG!

If you're ever back in Maryland and happen to find yourself in the visitor's center at NOAA's Search and Rescue Satellite (SARSAT) Center, you'll note a bit of home among the handouts. NOAA was soooo impressed with our January article on EPIRBs that they called



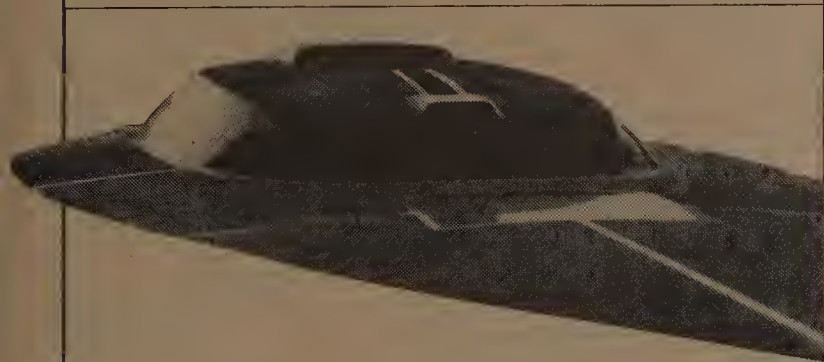
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10"	Yes	370965	\$74.25
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Sale
45⁸⁵
54⁵⁵
54⁵⁵
66⁷⁵
73⁸⁰

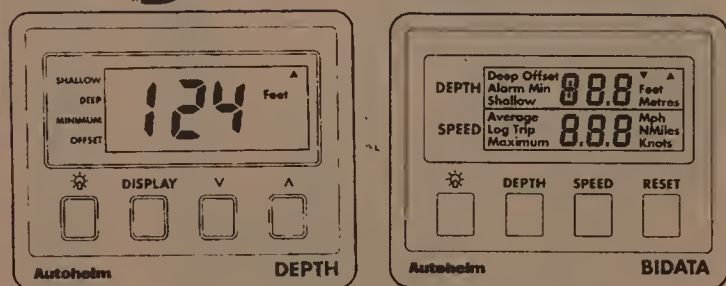
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SPEED/LOG	541540	264 ⁹⁵
BIDATA DEPTH/SPEED	541557	459 ⁰⁰
WIND SPEED/DIRECTION	115149	469 ⁹⁵

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LOOSE LIPS

last month to request reprint rights. Unfortunately, they weren't impressed enough to pay anything for them, but hey . . .

Screw-the-boaters legislation of the month.

How surprising. The powers that be in Washington are trying to f__k boaters once again. This latest slap is a proposal included in the Clinton Administration's 1995 budget. If approved by Congress, it would eliminate the transfer to states of \$32 million in federal taxes paid by recreational boaters. These funds have been placed in the Aquatic Resources (Wallop/Breaux) Trust Fund for the past decade and transferred to the states to beef up search and rescue capability, educate boaters in proper boating safety procedures and provide law enforcement on waters under concurrent federal/state jurisdiction. (Regarding that last, most law enforcement work is now done by the states rather than the Coast Guard.) In Federal Year '94, California received \$2.4 million of these funds.

"This program is absolutely essential to the safety of 11 million recreational boat owners," says Richard Schwartz, president of the 400,000-member BOAT/US organization. He points out that the nation's boating fatality rate has been cut in half (from 8 per 100,000 to 4) since this cooperative program between the states and Coast Guard was launched a decade ago.

Why the feds continue to single out boaters for these lame schemes is beyond logic. Once again, we hope you'll all inform your representatives loud and clear that you want this ridiculous proposal removed before they even think about passing the '95 budget.

Help needed for product test.

Holding tanks on boats are evil things. Necessary, but evil. If you want to make them slightly (or significantly) less so, consider taking part in a product test for a new holding tank additive. Used properly, it reportedly helps break down waste and eliminate odor. Unlike other products on the market, this one is created by mixing proper amounts of bacteria and granular enzymes, giving it regenerative properties that keep it working up to 30 days after initial use.

If you want to be one of 100 boaters picked to test the product, call (415) 627-4079 and leave your name and number. There is no cost to participants and the manufacturer will supply the product at no charge. All they ask is that it be used as directed and the results reported. Of particular interest to the manufacturer are owners who have experienced strong odor problems from their heads.

Dead and married.

One day a few years ago, we spotted this big old black Beemer blocking the driveway to our office. Gathering all the indignance we could muster, we marched outside to give the inconsiderate cad an earful and send him on his way — only to see the Grateful Dead's Jerry Garcia climb out and walk into a neighboring business. Well, okay, we guessed he could park there just this once. We've since seen Jerry around fairly often, although he has yet to ask us to sit in for any jam sessions.

What does all this have to do with sailing? Not much, except the very same Jerry Garcia had a wedding reception at the Corinthian YC last month. It followed a Sausalito wedding to his third wife, film maker Deborah Koons. (So okay, it was a slow news month...)

How the West was won.

West Marine will celebrate the opening of their new San Diego store — formerly the Kettenburg Marine Center — on March 12. The grand opening celebration will feature sale prices, gift certificates and prize drawings for those attending. One of the most amazing success stories in boating, West Marine started back in the mid-'70s with a guy selling rope out of his garage. There are now outlets all up and down the West Coast, and they're working on opening their fifth New England location later this year. The last we checked, their stock had gone up again, too.

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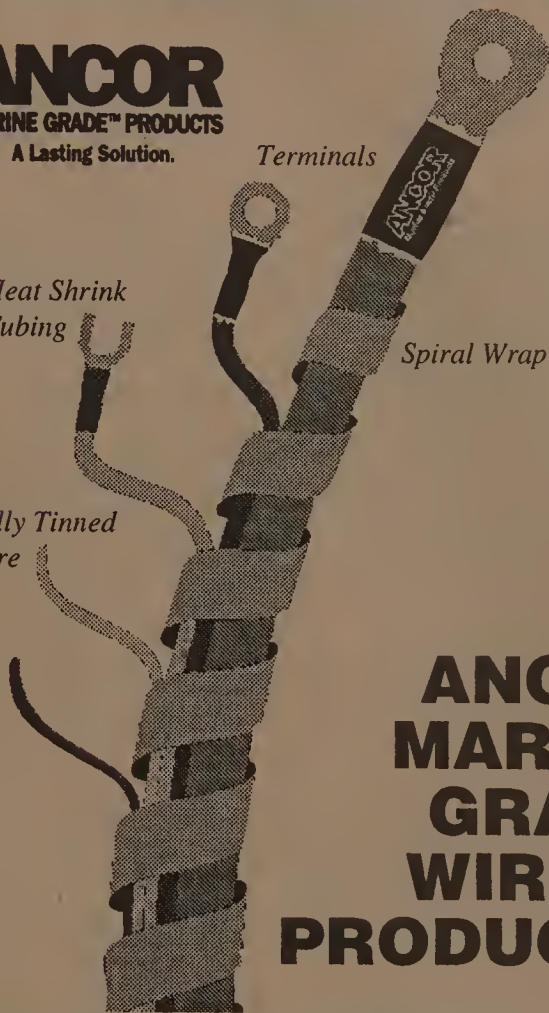
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she'll be comin' round the 'mountain'...

At exactly 4:37:15 p.m. Eastern Standard Time on February 19, Isabelle Autissier and her three-man crew crossed the 'starting line' for her second attempt at the New York to San Francisco sailing record. (The starting line is an imaginary line between the torch of the Statue of Liberty and a red beacon on the end of Governor's Island in New York Harbor.)

If you've been reading *Latitude* over the past few months, you'll know that Isabelle's first attempt (she left on New Year's Eve) was cut short by problems with the canting keel of her 60-ft Open Class BOC challenger *Ecureuil Poitou-Charentes 2*. The damage was repaired in Martinique, but it seemed as if the window for the San Francisco run had been closed. Isabelle had intended the 14,000-mile attempt as more or less of a shakedown for the new boat in preparation for the start of the '94 BOC, which takes off from Charleston, South Carolina, September 17. Considering she had to get *Ecureuil* back to New York, it didn't seem as if there was enough time to go to San Francisco and make it to Charleston by September. Indeed, after consulting with the boat's designer and and builder, Isabelle announced in January that she would not make the trip.

For those of you coming in late to this, 37-year-old Isabelle Autissier is a national heroine at home in France. And being the only women to have already completed one BOC, she has certainly proven she is one of the top woman sailors in the world.

But she is a woman. So she changed her mind. Now she is headed to San Francisco via Cape Horn.

We couldn't confirm this, but the weather may have influenced the decision. Shortly after her arrival back in the Big Apple, the Northeast was hit with some of the worst weather of the century. On February 10, Isabelle tried to take the boat up to Newport, Rhode Island, for some sail work and she got trapped in pack ice — at the tip of Manhattan! A New York fire boat came out and rescued her.

Her second departure for San Francisco on the 19th was under nicer conditions: 54 degrees, sunny skies and 15 knots of southwesterly sea breeze.

The official record Isabelle is trying to break is the 76-day, 23-hour mark set in 1989 by Georgs Kolesnikovs sailing the 53-ft trimaran *Great American*. But most of the hype has related to the more romantic original record. In 1854, the American clipper *Flying Cloud* made the run here in 89 days, 8 hours. One press release even notes 37-year-old Isabelle is the same age as *Flying Cloud*'s navigator — who also happened to be the captain's wife — during the record run.

To break both records, *Ecureuil Poitou Charentes 2* will have to pass under the Golden Gate before May 7. We'll keep you posted.

shredding the watery planet

In 1954, runner Roger Bannister became the first man to break the four minute mile. We have no idea how many times that's been bettered, what the current mark is or who set it. The year before, Sir Edmund Hillary became the first man to conquer Mount Everest. Lots of people have done it since but hardly anybody knows their names, either. Or cares.

What we're getting at here is that once a great thing is done, a lot of times it really doesn't matter if someone comes along later and does it better. Chalk it up to human nature, but a lot of times, what matters most is being first.

Up until about mid-February, we felt this way about the 'other' two boats trying to sail around the world in less than 80 days, the 90-ft French trimaran *La Lyonnaise des Faux Dumez* and the 92-ft New Zealand-backed catamaran *ENZA*. After all, the 86-ft French cat *Commodore Explorer* had already taken the *Trophée Jules Verne* last year by circling the globe nonstop in 79 days, 6 hours and 15 minutes, capturing the imagination of most of the sailing world in the process. This underdog effort (smallest boat and least backing of four total challengers) was made all the more noteworthy, at least on this side of the pond, by the presence of American Cam Lewis aboard. As far as we know, neither the complement on Oliver de Kersauson's *La Lyonnaise* or the eight-man crew on *ENZA*, headed by sailing legends Peter Blake and Robin Knox-

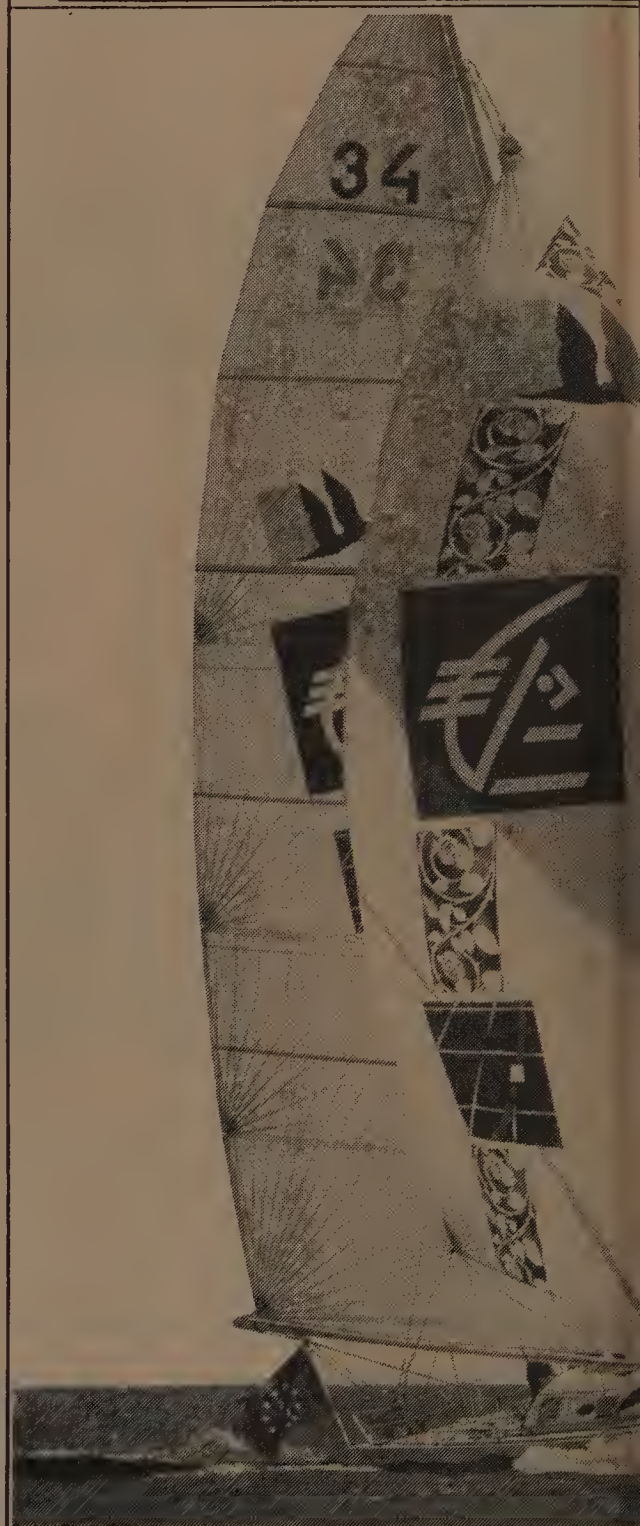
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position

A long-awaited decision by the Federal Aviation Administration may bode well for the future of maritime navigation. In a decision in mid-February, the FAA authorized pilots to navigate solely with GPS — the Global Positioning System.

The decree has been anticipated since late last year when the 24th and final satellite joined the GPS 'constellation'.

With GPS accurate to 100 meters, planes will be able to fly closer to each other safely and proceed along more direct routes, which would save millions of dollars a year in fuel costs. They'll also arrive and depart more dependably. For example, using GPS, Conti-



decision

mental Airlines has made 158 landings at Aspen that formerly would have been diverted because of weather or darkness. Millions more dollars will be saved with the eventual elimination of the expensive old-type ground stations.

What all this means — we think — is that there'll be no more periodic degrading of the GPS signal. You'll recall that this frustrating action sometimes meant a GPS fix was accurate to only about 300 meters, rather than 100. The trouble was, you couldn't tell when the signal was being degraded. Hopefully, that will all soon be a thing of the past.

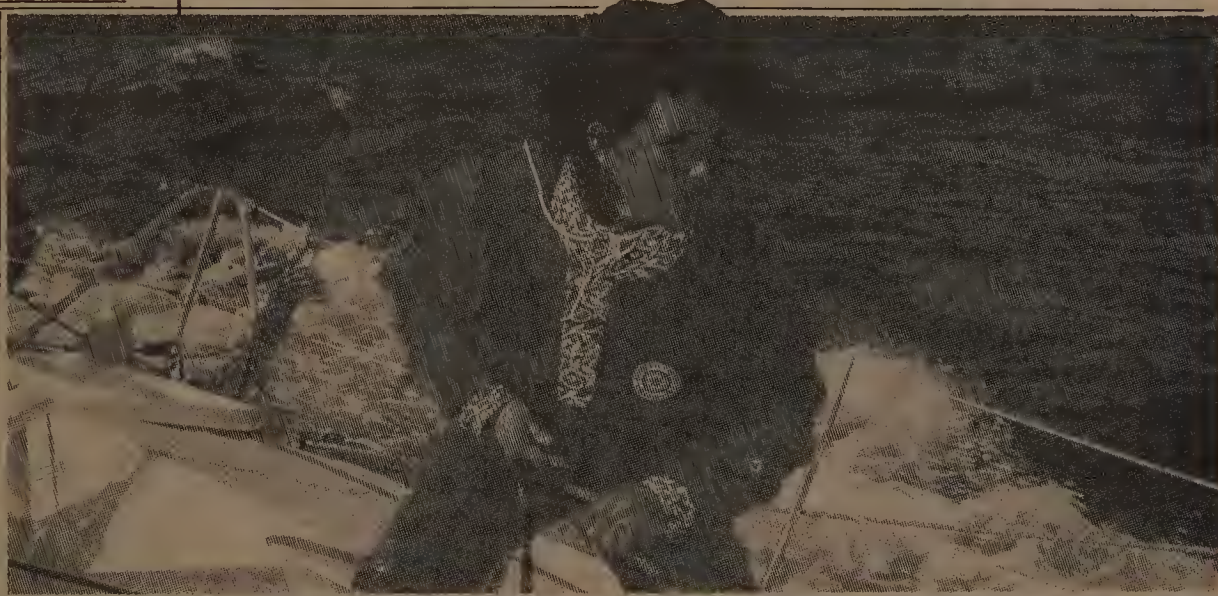
shredding — cont'd

Johnson, include any Yanks aboard. (Info is still a bit scarce on *La Lyonnaise*, so we're not even sure how many crew are aboard.) You may also recall that both these big glitzy efforts had to abort their first attempts last year after hitting things — *La Lyonnaise* an iceberg and *ENZA* an unidentified submerged object — while the five-man crew aboard *Commodore* threw patches on patches and kept going.

Once we started scanning the new reports and press releases, however, we found ourselves once again getting hooked — this time by performances almost *beyond* the imagination of most sailors. For example, since leaving France on January 16, at this writing *ENZA* has averaged 16.8 knots — more than 400 miles a day! The high mark for the 'Pip Fruit Rocketship' (The *ENZA* Company is a fruit growers' cooperative and the boat has apples and pears painted all over her hulls) so far has been a staggering 520.9 miles noon to noon on January 21-22.

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Isabelle is on her way! Below, 'Ecoreuil Poitou Charentes 2' has a whole new three-man crew for this latest attempt. Right, Autissier made history in 1990-91 by becoming the first woman ever to complete a BOC Singlehanded Round the World Race. She finished seventh. Bottom right, a bird's eye view of 'ENZA', showing the so-called 'god pod' containing the nav station, galley and crew quarters.



shredding — cont'd

La Lyonnaise isn't exactly a slug. Between February 10 and 11, they reported covering 527.1 miles. If ratified by the World Sailing Speed Council, this will be the fastest day's run ever recorded by a sailing vessel. The old record was 522.7 miles set in 1990 by the catamaran *Jet Services*. By the way, *Jet Services* is still around. She was lengthened and strengthened and renamed. . . *Commodore Explorer*. (*ENZA* is a similar reconfiguration of another famous record holder, the Nigel Irons 75-footer *Formula Tag*.)

In short, even as Cam Lewis gave his excellent firsthand account of *Commodore's* end-run around the world's great capes on February 25 at the Corinthian YC, we couldn't help thinking he'd better talk fast. If *ENZA* and *La Lyonnaise* can keep up their blistering pace, they could carve the better part of a week off *Commodore's* record.

The last report we got before going to press had *ENZA* just passing the halfway point — Stewart Island south of New Zealand. It also noted that *ENZA* was 1,400 miles ahead of *La Lyonnaise*, about 1,600 miles ahead of *Commodore* and slightly more than 2,000 miles ahead of target for a 77-day circumnavigation. Skipper Peter Blake was considering dipping down to 55°S — "and probably deeper still" — to avoid a building high pressure area in their path. The danger in going too low is ice, and Knox-Johnston was in radio contact with an Antarctic research ship to try and get some idea of where it was. The thought of hitting growlers at 17 knots is not one to be taken lightly.

Not to mention the 13,000 miles of hard sailing still left before the fat lady sings.

nightmare in barbuda

It's perhaps the sailor's ultimate nightmare. While anchored off a lonely Caribbean island, a luxury sailboat is boarded by one or more armed strangers. The boats' occupants are bound, gagged and held at gunpoint in the main salon, hoping against hope that robbery is the worst the intruders have in mind.

Hope ran out off Barbuda the night of January 29 aboard the dark blue Swan 65 ketch *Computacenter Challenger*. William Clever, 58, his wife Kathleen, 50, boat captain Ian Cridland, 33, and crewman Tom Williams, 22, were shot and killed by an unknown number of assailants.

Subsequent reports of the incident — even those by Antigua & Barbudan police — were bizarrely inaccurate, leading to a flood of rumors. Tourism, the lifeblood of Antigua, came to a standstill.

Because the country of Antigua & Barbuda is part of the British Commonwealth, Scotland Yard was summoned to help solve the crime. After 10 days of investigation, Detective Michael Lawrence from the Yard announced the arrest of 22-year-old Mellison Harris, a Barbudan who has confessed to participating in the killings. Lawrence said two other unnamed men were being sought. He also confirmed what officials have believed from the outset, that the motive for the slayings was simply robbery. The case, however, is far from closed.

Two of the victims, William and Kathleen Clever, had Northern California roots. Although they'd lived outside the country for years, they were originally from the Sacramento area. The Clevers kept their Alajuela 38 *Silverheels* in Alameda prior to taking off cruising in the early '80s.

The Clevers subsequently worked in the charter business in the South of France, then somewhere along the line became associated with British entrepreneur Peter Ogden. Ogden owns *Computacenter*, the largest computer outlet in England, as well as a land development company in Britain's Channel Islands, and the yacht *Computacenter Challenger*. Ogden hired the Clevers to work for his estate development company.

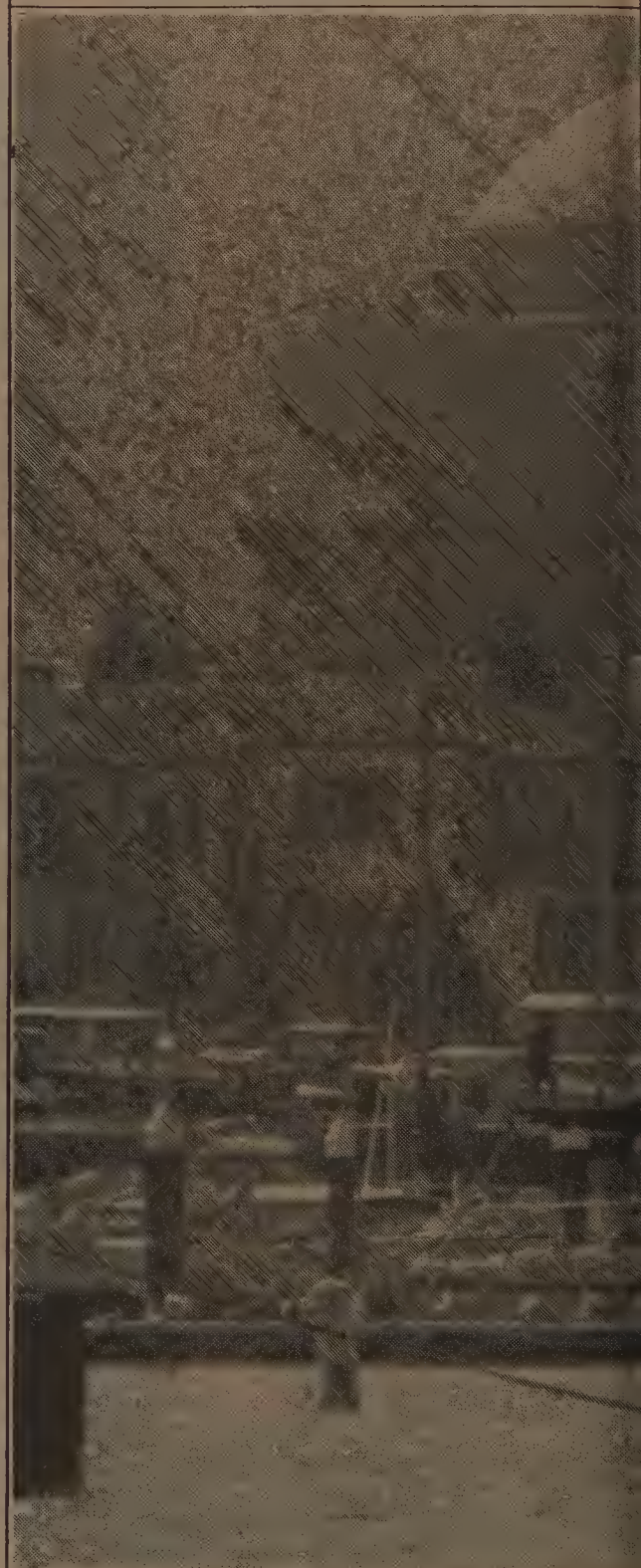
Although excellent and experienced sailors, the Clevers came to Antigua and *Computacenter Challenger* on a sailing vacation, courtesy of Ogden. Antigua is the charter yacht center of the Caribbean, and apparently the Clevers — as well as boat captain Cridland and crewman Williams — were very well known in the boating community around Nelson's Dockyard. Joel

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mudlock unlocked

A solution to the huge dilemma of serious Bay dredging may finally be in the offing. On February 17, the Environmental Protection Agency formally proposed that dredging spoils be barged to a deep-ocean dumpsite about 20 miles west of the Farallones.

If the proposal is accepted, it would end years of bickering between environmentalists and fishermen on one side, and commercial maritime interests on the other. The former have long contended that dumping at the old site off Alcatraz was spoiling the Bay, killing marine life and disrupting fish migrations.



— maybe

The latter point to millions of dollars lost to other West Coast ports simply because our silted-up waterways — particularly the Estuary — can no longer accommodate deep-draft merchant ships.

Under the plan, as much as 400 million cubic yards of spoils could be dumped over 50 years at the site. Added benefits of the plan: the site is 1½ miles deep, it is 10 miles outside the boundaries of the Gulf of the Farallones National Marine Sanctuary — and, it is the site of a former military chemi-

continued middle of next sightings page

nightmare — cont'd

Byerly, whose brokerage looks out over the Dockyard, reports Cridland stopped in for a quick visit just before departing on the fateful trip.

Although Antigua & Barbuda comprise a single country, they could hardly be more different. Antigua is hilly, has a population of 75,000, and is among the more prosperous Caribbean Islands. Barbuda is extremely flat, has a population of just 1,500, and is very poor. And whereas Antigua is home to numerous expensive resorts and receives jumbo jets from the States and England daily, Barbuda only has a couple of hotels and a most basic airport.

Further, Antigua is the heart of the sailor's Caribbean. Each November it hosts the largest crewed charterboat show in the world. Late each April, it hosts Antigua Sailing Week, which attracts more than 200 large yachts from more than 25 countries. Antigua is a main stop when island hopping up or

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LATITUDE/R

SIGHTINGS

nightmare — cont'd

down the Caribbean.

Barbuda is upwind and upcurrent from the other Caribbean islands, and few sailors care to make the long slog to windward against the trades. In addition, the very low island is poorly charted and surrounded by coral heads and shallow water that form the graveyard of hundreds of boats. In fact, it is can be so trecherous that bareboat charter companies forbid clients from taking their boats there. The fact that you have to check into Antigua prior to going to Barbuda further accounts for the island being remote and desolate.

However, if you are a nature lover who doesn't mind if you don't see another soul for days, Barbuda can be a paradise. It's reputed to have the best snorkeling in the Lesser Antilles, with plenty of coral and a massive variety of fish. Ashore is a game reserve that's been popular with hunters over the years. It has endless pale pink sand beaches — one of them 11 miles long — that are mostly deserted.

As such, Barbuda attracts die-hard lovers of Nature and experienced

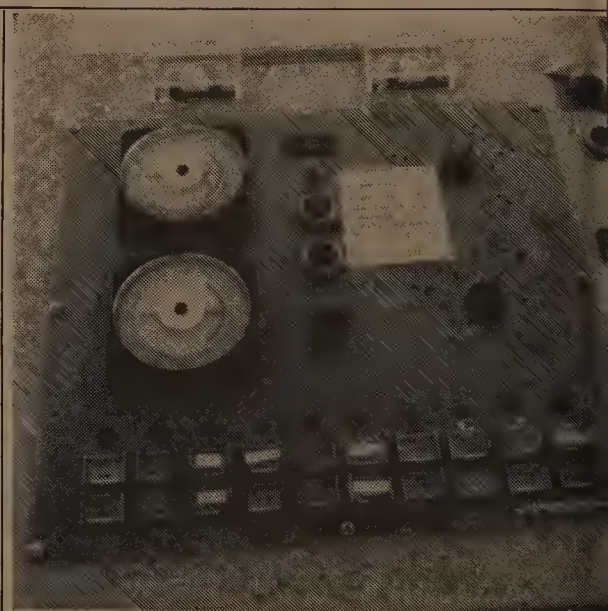
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mudlock

cal weapons dump. You may recall from news reports a few years back that there were legitimate fears some of the ordinance there might be leaking toxic chemicals or radioactivity. It's hoped that dumping Bay

idiot-proof

Travelers around the Bay might have seen it last summer: a cargo ship — with sails! In the '80s I had read a lot about the idea of putting sails on cargo ships to save on fuel costs, so the temptation of actually seeing one was too much to pass up. When I spotted the *Swift Wings* while traveling



— cont'd

mud at the site will help 'seal it off.'

The EPA will take public comment on the plan for 30 days, and plans to issue a final decision sometime this summer.

sailing

from Berkeley to San Rafael, I got off the freeway, drove to Richmond Harbor and talked myself aboard.

It took awhile before I found anyone who spoke English. The captain is Japanese and the rest of the crew are Filipino. Only the first

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ALL PHOTOS SCOTT RASTEGAR

nightmare — cont'd

mariners on private yachts willing to make the effort to get there. Crews from big charter yachts often take refuge in Barbuda when they have to recuperate from long charters. What better place to get away from ubiquitous bareboats and the hubbub of Nelson's Dockyard? In other words, it was the most normal thing in the world for the Clevers and the *Challenger* crew to head for Barbuda for relaxation on their sailing vacation.

According to Scotland Yard, the four aboard the *Swan* were murdered January 29, the date they arrived off Barbuda. Original reports from Antigua Police were that the four had been repeatedly stabbed and then mutilated. Scotland Yard says that was nonsense. The victims had been shot, each one once or twice. There had been no stabbings, no mutilation. The Yard confirmed, however, that their hands had been tied behind their backs and their mouths gagged with duct tape. Also, the victims were in night clothes, suggesting the crime was committed under cover of darkness.

The victims were discovered five days later, their bodies already decomposing, by a passing sailor who became curious as to why the big boat was anchored in the shallow water of Low Bay. The subsequent police handling of the case was anything but exemplary. Much of the crime scene was muddled when the police, inexplicably, sailed the back to St. John, Antigua, through 30 miles through rough seas without securing any of the bodies or evidence!

Despite the 'official' motive, robbery, many mysteries still surround the murders. Like why many valuables, including at least one diamond ring, were left on the boat. Like why travellers checks and other valuables belonging to the victims were found buried on Barbuda. Like why four people were shot to death for what apparently amounts to a few odds and ends. For example, one of the clues that led to Harris' arrest was some cigars found in a Barbudan canoe.

It's no secret that the entire Caribbean is home to all manner of smuggling and illegal transshipments: drugs from South America to all over; guns from Israel and Europe to Central America and South Africa; humans from China and Asia to anywhere there is prosperity.

Given its remote location and sparse population, Barbuda is a natural candidate for perhaps more than the usual share of such activities. Although suspicions have been universally dismissed that anyone aboard *Challenger* was associated with any type of smuggling, there has been speculation in Antigua that perhaps the yacht was in the wrong place at the wrong time and inadvertently witnessed a smuggling operation. It's not unknown, say locals, for planes to drop drugs to fast boats in the lonely waters off Barbuda. Witnesses to drug drops have been killed before in other areas, so it's certainly a possibility. In general, however, tourists and drug smugglers try their best to avoid each other. Normally, it works out well in the Caribbean.

If and when authorities apprehend additional suspects, many more details might be learned and released.

Until then, the incident has dealt Antigua's tourism industry — which accounts for a whopping 70% of its gross national product — a crippling blow. How crippling remains to be seen, but it doesn't take a rocket scientist to figure out that tourists tend to avoid going to places where other tourists get shot. There are plenty of other vacation destinations in the Caribbean to choose from besides Antigua.

On the other hand, experienced Caribbean sailors — those who know the people of Antigua and how distant Barbuda is — won't be bypassing Antigua. Despite the terrible tragedy, Antigua Sailing Week officials are still expecting a staggering 250 yachts — a 10% increase — for April's Antigua Sailing Week. Would we feel safe attending? We've already got our tickets.

Based on what we know to date, it seems accurate to call this an isolated case of outrageous violence, something we in America are all too familiar with. Normally, the worst you can expect is grumblings on the part of some locals over the often huge disparity in wealth between visitors and locals. As a people, Antiguaners are considered to be very friendly.

Joel Byerly reports that there has been much grief over the murders on the island. Yachties, taxi drivers and even bead sellers have chipped in nearly \$200,000 for a reward, and a similar amount is said to have been raised back in England. That's a lot of money, but nothing compared to the value of the lives lost.

SIGHTINGS

three amigos

About 4 p.m. on January 24, my wife Barbara and I were approaching Isla Isabella aboard our Santa Cruz 70 *Hotel California Too*. We were broad reaching at 10-11 knots under our largest spinnaker, the sun was shining, people were waving . . . and then we realized the three 'fishermen' were on a makeshift raft, and they were waving for help!

I said a silent thanks to Dave Hodges at Santa Cruz Sails for the snuffer on our 2,300 square-foot gennaker, for Barbara and I were able to douse the chute, dump the main and head back in short order. What we found were three Mexican nationals who were hanging on a raft made of jerry cans tied to a piece of plywood.

'Hotel has an open transom which we use as a dive platform, so it was pretty easy to throw a line to the men and haul them aboard. Despite having been in the water for 24 hours, they all seemed to be in good health. There was rejoicing, smiling, hugging and all the good feelings that should accompany such a happy event — until I went to the radio to report to other cruisers at nearby Isla Isabella.

At that point, the senior of our three guests insisted that I not make any radio report. Although not physically threatening, he was adamant.

I chose to ignore his request and began relaying information by VHF. I told other boats at Isla Isabella that I was coming in to anchor and requested they find someone more fluent in Spanish to determine our next step. One of our radio contacts happily reminded me of a fact I had been trying to ignore; the nearest populated area was the maximum security prison at Isla Tres Marias.

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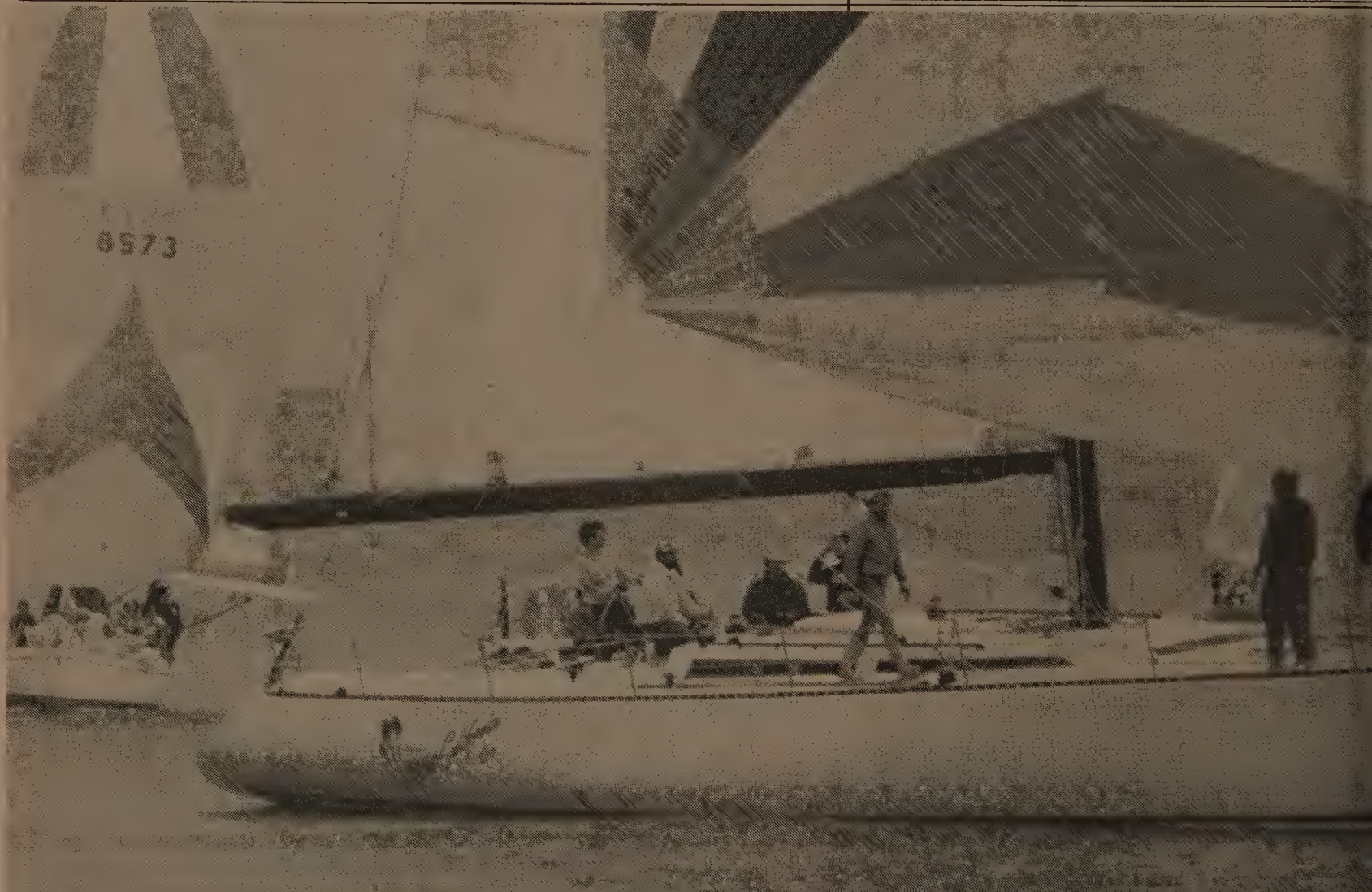
idiot-proof

mate spoke a little English.

With the first mate "interpreting" for the captain, I found out that the *Swift Wings* is Japanese owned and sails under the Liberian flag. Somewhat indignantly, this 'sailing' ship hauls scrap metal. As for the sails, from what I could gather, the captain was unaware of their benefits. Anyway, he told me, they were inoperable because of hydraulic leaks. So much for the demonstration I had hoped for.

They did show me the sail control console on the bridge, which was automated and so simple it could be operated by a farmer from Nebraska. To 'set' the sails, you simply push two buttons, one for each of the 'masts'. Instruments atop the masts feed wind direction and speed into a computer, which then sets the sails for optimum efficiency. It was truly idiot-proof sailing — either the computer did the work or the system was shut down. You couldn't tweak the sails manually.

A walk on deck revealed that the sails



Before going cruising, 'Hotel California Too' did a stint as a casual racer at this Corinthian mid-winters a year ago.

— cont'd

themselves consist of painted canvas riveted to a steel framework. Hydraulic cylinders open the two halves to form a square sail, and the mast can be rotated in any direction with a worm-drive and gear arrangement. Confirming the captain's claim, hydraulic fluid was dripping from the sails even without any hydraulic pressure.

Assuming a working system, how well does the concept fulfill its design intent? Conceptually, everything looked well thought out. And if used properly, it seemed as though the system could save the owners a substantial amount in fuel costs. Unfortunately, all I could coax out of the first mate was that the last time they had used the sails, they had added 2 knots to the ship's speed.

— scott rastegar

Editor's Note — Scott is interested in learning all he can about fixed-wing sailing vessels. Anyone with more information can contact him at P.O. Box 9918, Berkeley, CA 94709.



LATITUDE/ROB

amigos — cont'd

Our imaginations now in overdrive, minor inconsistencies and misunderstandings took on whole new proportions. For example, all three survivors were in remarkably good condition for claiming to have been in the water for 24 hours. Also, they were initially hesitant about giving their names or where they were from. When I pursued this, they said they were from a small village north of Punta Mita. But when I brought them pen and paper as asked for names and addresses, they discussed it for five minutes and then wrote down addresses in Manzanillo, 125 miles south of Punta Mita.

Assuming the best and preparing for the worst is easier said than done. For the next half hour, I brought food, water, towels and dry clothes, and tried to show them the kindness any survivor of such an ordeal deserves — while at the same time monitoring their activities and unobtrusively loading and readying flare pistols below. I gave them apples but 'didn't understand' when they asked for a knife to pare them with. Isn't paranoia wonderful?

My one contact with authority, an American on the radio in San Blas, was a great help. He relayed a message from the port captain in San Blas who insisted I not go into Isla Isabella. Instead, they wanted these men brought directly into San Blas. This meant a six-hour night crossing with just Barbara, me and our three new friends. We headed into Isla Isabella.

We flagged down a *panga* and after some discussion, more thanks and hugs, they went ashore to spend the night with some fishermen and get a ride to the mainland in the morning. They promised to return the clothes before they left.

So, half an hour later, the adventure over, Barbara and I were kicked back, trying to get back in *mañana* mode with tequila sunrises and a gorgeous sunset when . . . oops, that's my San Blas contact wanting a full report for the port captain and the Navy, including names, descriptions, and lots of questions geared to raising more questions. He closed with the comment that the Navy would probably be out to pay us a visit, and that I should please advise all other boats in the anchorage to secure their vessels for the evening and leave promptly in the morning. His exact quote was, "If these men are escapees, they will be desperate." Imagine the fun of delivering that message.

So fine. Now we're trying to relax with our tequila sunrises, a baseball bat and my newly reloaded flare pistol. Sigh.

Mañana came at 7 a.m. with the promised visit from the Mexican Navy. They took me aboard their vessel, the *Cabo Corsa*, to identify the three men they had picked up from the island earlier that morning. We were relieved to learn that the three really were fishermen. After more thank you's, commendations, compliments on our *muy bonito velero* ("very beautiful sailboat") and tips on the best local dive spots from a very friendly Navy lieutenant, they returned me to *Hotel California Too* and headed back for the mainland.

The diving at Isla Isabella was indeed fantastic — but that's another story.

— steve schmidt

bill pinkney checks in

Chicago's Bill Pinkney, the first African-American to sail around the world via the five great capes, visited the Bay Area recently. Since completing his singlehanded voyage in June, 1992, the 58-year-old adventurer has been in heavy demand on the public speaking circuit, lecturing to audiences ranging from schoolchildren to *Fortune* 500 executives.

Looking a bit heftier than when he stepped off the deck of the *Valiant 40 Commitment* after 22 months at sea, Pinkney nevertheless cuts a singular figure. The gold earring dangling from his left ear and the salt-and-pepper beard only add to the swashbuckling aura. It would be hard to guess that the guy once made his living selling upscale cosmetics back in the 1970s.

Getting laid off in 1984 from Chicago's Department of Human Services was the catalyst that turned Pinkney's attention seaward. He had learned to sail in Puerto Rico many years before when, among other things, he danced the limbo and lived in a cathouse. After marrying a second time and relocating to his native Chicago, he bought a 28-footer. Although he often recruited crew, they would sometimes fail to appear, which led to his development as a singlehander.

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pinkney — cont'd

Pinkney says he had long harbored a boyhood dream to sail around the world. The vision was all the bolder in a country where being black and involved in the predominantly white world of sailing might be considered



Above, Bill Pinkney in the classroom and (right) near the end of his circumnavigation.

achievement enough. But the seeming impossibility of the goal only fueled Pinkney's determination to reach it. Through perseverance and some fortunate connections, he put the trip together and succeeded.

"I wanted to create a 'physical metaphor' about life, especially for young, black males," he says. "I wanted to show them, through my voyage, that they could achieve their dreams, too."

Pinkney had no definite plans after his return from the sea, but he's had little down time. He toured the schools that kept track of his exploits and met some of the 30,000 kids, mostly in Chicago and Boston, who listened to him on the radio and charted his progress around the globe. At the same time, he began to get requests to speak for adult audiences. His customers included the FBI, the IRS and major corporations, including one which featured him onstage with William 'Star Trek' Shatner, 'Stormin' Norman Schwarzkopf and former presidential advisor Zbigniew Brzezinski. "They had me up there with the heavyweights!" Pinkney laughs.

The recent gallop through California included talks at Orange Coast College, the University of California at Santa Cruz and a Marin County elementary school. From here he went to Philadelphia, Atlantic City's Sail Expo, Miami and Davenport, Iowa. His talks cover three topics: sailing, motivation and education.

Other projects have kept Pinkney busy, as well, including a large format book for first graders and a couple of videos. One of the latter, produced by Sausalito's Mike Cerre, is called *The Incredible Voyage of Bill Pinkney*. It premiered in January, and is scheduled to run again on the Disney Channel on March 13 and 14.

"There seems to be a long-term, universal interest in what I did," says Pinkney, "which was to realize a dream. Most people don't do that." Pinkney's African-American heritage adds a twist to the story as well, and it's one with which he's become more involved. His research reveals that blacks have a longstanding maritime heritage in this country. In the early 1800s, for example, almost one in four merchant seamen sailing out of Philadelphia were black, yet they made up only 8 percent of the civilian population.

Pinkney also hopes to put together another voyage, this time between the East Coast of South America and the West Coast of Africa. The plan is to retrace the route of the American anti-slavery sloop *Ranger*. In the early 1800s, the importation of slaves was outlawed in this country, as well as in Canada and France, and all three countries commissioned vessels, including *Ranger*, to intercept slave ships coming in from Africa.

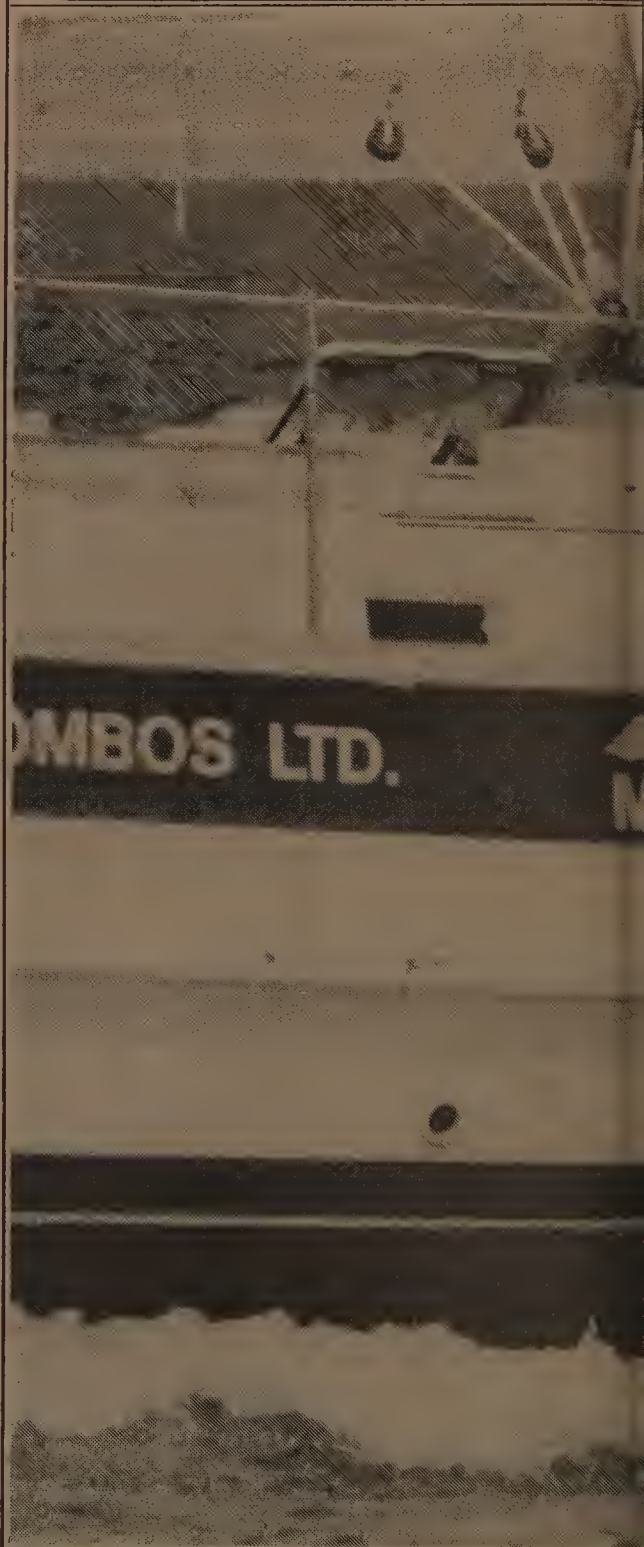
"My job now," says Pinkney, "is to present the facts to the public about black sailing history." Having sailed his way to center stage, he's obviously proud to have the opportunity.

— shimon van collie

kids and

Effective January 1, 1994, a new law requires children under 7 to wear lifejackets while on board a vessel that is underway. Adults in charge can be fined up to \$250 for violations. The law does not apply to 1) the operator of a sailboat on which a child under 7 is tethered to the boat by a harness, or 2) the operator of a vessel on which a child under 7 is in an enclosed cabin.

While we're on the subject of kids and lifejackets, not too long ago an FAA official noted, "An infant is really a goner" when an airplane has to ditch in the ocean. Since no lifejackets are made for very small children,



lifejackets

lifejacketed parents have had to try to hold babies in their arms or on seat cushions — most of the time with tragic results.

Now a Miami company called Hoover Industries has come up with an infant life preserver. They're currently in the process of pitching it to the airlines, but it could eventually trickle down to the recreational boating community. The device is designed to keep babies high, dry and warm. It is essentially an inflatable capsule that you put the child into and zip up. It has a window, waterproof air vents, ballast to keep it upright, and a line a parent can hold.

sail expo '94 — news and comment

As veterans of Sail Expo '93 — the first all-sail extravaganza in Atlantic City — we were inspired to go back again this year and see what's going on in the world of sailing. While we know San Francisco is one of the world's most perfect sailing areas, this show reminds us that we are still quite a ways from the center of sailing in America: the Northeast.

Nowhere was this more apparent than in attendance for the February 5-13 show. Upwards of 50,000 people braved snow, freezing temperatures, ice-covered roads and closed airports to get to the huge Atlantic City Convention Center — all to look at boats they won't even be able to sail for another three months!

It's also apparent the minute you walk through the doors and see all the boats — 160 boats of all sizes, and every one a sailboat. You couldn't find such an array of sailboats west of the Rockies if you attended 10 West Coast

continued outside column of next sightings page



COURTESY BILL PINKNEY

sail expo — cont'd

shows. For probably the same price and less time, you could fly to Atlantic City and see what's really going on in sailing.

For us, the tone for the whole week was set by the first seminar at 10:30 a.m. on opening day. Curious about what was happening with the America's Cup, we just walked over and asked Gary Jobson. He was there along with Kevin Mahaney and Jim Marshall from PACT '95, and Jim Brady from the Conner camp. This wasn't something that required the coveted 'press pass' — anyone could go talk to Gary, Kevin or the two Jims. The only big news, which may be old news by the time you read this, was that Dawn Riley is almost a sure bet to skipper the next Bill Koch sponsored America's Cup defense effort.

Speaking of Dawn Riley, you could speak to Dawn Riley — at her seminar on the Whitbread. Interested in the BOC? Michael Carr was there to talk about his *Imagine* campaign, and *Hunter's Child*, which will be helmed by Steve Pettengill, was the centerpiece for the show.

The dazzle was hardly confined to the high-end programs, though. Even those checking out what new boats were available for their clubs' junior

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imagine,

An incident occurred during January's Three Bridge Fiasco race that only recently came to our attention. It involved two skippers who race regularly in Bay Area events. We're not going to name names because they've worked things out and would just as soon put the incident behind them. However, the incident itself offers a fascinating conundrum for which we seek second opinions — yours.

The Setup

Boat A is a 70's-vintage moderate displacement sloop. Its singlehanded skipper was transiting the north side of Raccoon Strait on his way to Red Rock. At about Elephant Rock off Tiburon, it became appar-



if you will. . .

ent that the light northerly was being blocked by the surrounding hills. Rather than fight the building ebb with essentially no wind, the skipper of Boat A chose to anchor and wait for more favorable conditions.

Along came Boat B, a smaller ultralight in the doublehanded division. She was sailing in company with a bunch of other boats, all hugging the north side of Raccoon Strait and all ending up stalling in the vicinity of Boat A. The skipper of Boat A notified everyone trying to pass him that he was anchored, and if possible, to please stay clear. A few boats were unable to do so, and the skipper of Boat A spent a good amount of time running back and forth fending them off.

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sail expo — cont'd

programs were experiencing major wake-up calls: there were almost 80 new boats under 20 feet on display! Out here, you'd be lucky to see five. Of particular note are the Optimist prams, an old design that's seeing a major resurgence just about everywhere but the West Coast. There were 12 Optimists representing six manufacturers at the show. Reps informed us that over 400,000 of these little boats are sailing worldwide, and kids travel the world to compete in regattas. The best estimate we could get was that there are 100 Optimists on the whole West Coast.

Sail Expo altered our thinking in another area, as well. Although we'll always be proponents of 'recycling' good used boats, we're seeing more and more good reasons to buy new. From performance to comfort to ease of handling, new boats have taken a quantum leap forward from yachts of the '70s and even '80s. The Islander 36, for example, is a great boat, but put it next to a Mumm 36 or the new Catalina 36 and the difference is dramatic. 'More bang for the buck' is more than a hackneyed phrase for boat buyers of the '90s. It's the truth, and almost all vendors reported business was brisk, despite the horrendous weather. Hunter, for example, reported selling a staggering 45 new boats at the show!

While Atlantic City is a long way from California, the Golden State was well represented. The new Ultimate 20 was there, as was naval architect Jim Antrim, boatbuilder Ron Moore, and Ultimate Sailboats president Jeff Canepa and sales manager John McQuaid. Bill Lee had a booth, showing off the new Santa Cruz 52. (Hull #7 is scheduled to make a tour of the East Coast shows this fall.) Also present were West Marine, Davis Instruments, Glacier Bay and Catalina Yachts. One of the biggest crowds, though, gathered in the shadow of *Hunter's Child*, watching in fascination as Richmond's own Jim DeWitt created one of his huge sailing murals right at the show.

We've said it before and we'll say it again: What's really needed is to bring this show out here. A West Coast show of this magnitude would impress even the most jaded show goer — and bring back many more sailors who have 'given up' the show circuit altogether. If we're lucky — emphasis on 'if' — this may come to pass in the not-too-distant future. A committee of show producers is actively looking for a West Coast site, and one that is seriously under consideration is Treasure Island.

At best, this dream is many years and hurdles down the line, though. Until then, we encourage anyone interested in sailboats, the sailing world, or the what the future holds for sailboat shows to consider booking tickets for next year's Sail Expo, scheduled for February 4-12. Even if the weather outside is as appalling as it was this year, inside it's a sailor's paradise.

— latitude/john arndt

coast watch

The Coast Guard has been kept busy the first few months of the year with a wide variety of search and rescue activity. Here are recaps of some of their more interesting cases.

January 15 — A group of friends were fishing off Mussel Point (just north of Point Sal) when one of their number fell off a rock and into the water. It took his companions more than an hour to hike to a phone and call for help. An Air Station Los Angeles helicopter searched until dark along with a 20-man team from the Sheriff's department. Although some of the 19-year-old man's clothing was located and identified, he was not found.

January 17 — This is how it *should* be done. An experienced Delta boater who fished several times a week always left his wife with the same instructions: If he did not return by a certain time, drive to the boat ramp where he always put his 16-ft skiff in the water. If his car was there, then call the Coast Guard. On January 17, she called the Coast Guard. A launch out of Station Rio Vista located the owner in his disabled vessel, and towed him back to port in time for dinner.

January 18 — In the pre-dawn hours, just outside the Golden Gate Bridge, the fishing boat *St. Francis* ran into the side of the container ship *NYK Surfwind*. According to the only survivor, the fishing boat sank in about 20 seconds. Two other crew were killed in the incident, which was written up in

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coast watch — cont'd

detail in last month's *Sightings*.

— Don't these guys clear this stuff with each other? . . . A San Diego-based helicopter was launched and vectored to an area 20 to 30 miles off Mission Bay where smoke flares had been sighted. They found a Navy boat unit conducting training exercises using white parachute flares.

January 19 — A Group San Diego helicopter was in the air once again to check the area around San Clemente after a Navy ship recovered a 7-ft Zodiac dinghy which bore no identifying marks. The helicopter didn't find anyone in distress.

— They still aren't talking. . . . In investigating the report of a boat fire 10 miles off Oceanside, the Coast Guard discovered the Navy conducting training exercises using smoke flares.

January 20 — A 52-year-old man fell off the 27-ft powerboat *Velvet Water* at mark 14 in the Sacramento River. Two small boats, one Coast Guard helicopter and one Contra Costa Sheriff's helicopter searched the area, but found nothing.

January 23 — The Coast Guard began contacting various government agencies and marinas in Mexico in response to the report of a vessel overdue. The boat was the 38-ft sailboat *Mollyhawk*, with two aboard, which departed San Diego on January 2. The reporting source said they were due in La Paz on about the 16th, and he was to meet them there on the 23rd. Further, *Mollyhawk* had not kept to an informal arrangement with another boat to keep in contact via a ham radio net. On January 24, *Mollyhawk* was located safe in Cabo San Lucas.

January 25 — The well-named-boat-of-the-month award goes to the 46-ft fishing boat *Lucky II*, which ran out of fuel 75 miles northwest of Cabo. District 11 headquarters in Long Beach requested the cruise ship *Nordic Prince* to divert and assist. The *Nordic Prince* rendezvoused with *Lucky II*, provided them gasoline for their generators and diesel for their main engines and bid them good day. *Lucky II* and the five people aboard made it to Cabo without further incident.

January 27 — When the 31-ft ketch *Tramp* radioed that they were taking on water 10 miles north of Lobos Rock, Coast Guard Monterey launched a helicopter and put out a UMIB — a Universal Marine Information Broadcast — for anyone in the vicinity to divert and assist until they arrived. A San Diego-based Coast Guard helicopter transiting the area heard the call and found the boat, staying on scene until another helo arrived to lower a dewatering pump. The vessel was successfully pumped out and later towed into Monterey. The cause of the leak was found to be loose shaft packing.

— Group San Francisco launched a boat the evening of the 27th to investigate the report of a possible vessel in distress north of the San Rafael Bridge. A northbound freighter saw what appeared to be a vessel flashing its lights on and off. The Coasties arrived to find two vessels anchored close together with people on deck. The boats were rocking in the swell and their anchor lights appeared to be flashing. Neither boat reported any distress and there were no other boats in the area.

January 28 — When District 11 headquarters in Long Beach received word of an unlocated 406 EPIRB alert, the registration information for the EPIRB showed the unit belonged to the fishing boat *Moonlane* out of Crescent City. While two helicopters were being prepped, District 11 issued a UMIB and commenced a harbor check. The vessel was located safely in its slip. The EPIRB had been bumped, which dislodged it from its bracket and turned it on.

January 29 — A 59-year-old man experiencing possible internal bleeding was medevac'ed from the cruise ship *Golden Princess*, which was about 220 miles south of San Diego. The Coast Guard helo which flew the mission landed aboard the Navy ship *USS Wabash* to refuel on the way back to UC San Diego Medical Center. The patient was last reported in stable condition.

January 31 — The Coast Guard searched for survivors in two separate capsizing incidents involving fishing boats off Mexico on this last day of January. The first was a 25-ft vessel spotted 176 miles south of Acapulco by a cruise ship. The boat may have been one reported overdue out of Oaxaca with three people aboard on January 11. The second case involved the 45-ft *Brenda Beth*, whose upturned bottom was spotted by the passing Coast Guard cutter

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imagine

Sailing on port tack, Boat B tried to cross Boat A's bow, but didn't make it. The current pushed her into the parked boat, and before anybody could do anything, she was lying along Boat A's starboard side, pointed in the other direction with Boat A's anchor rode caught around her rudder.

The Zinger

Some words were exchanged, perhaps not in the friendliest of tones. The owner of Boat B suggested that the anchor line should be cut, "and I'll give you \$30." The skipper of Boat A said cutting another boat's anchor line wasn't an option. He then ran aft to fend off another boat headed toward his.

The next thing the skipper of Boat A knew, he was adrift. His anchor line was gone off the cleat forward, and he and another boat were drifting together toward some nearby rocks. When the other boat started bumping the rocks, the skipper of Boat A started his engine and motored out of harm's way. It was the right decision, but unfortunately one that disqualified him from the race.

Boat A's Point of View

The skipper of Boat A felt he gave ample warning to Boat B to keep clear. In fact, when he saw Boat B was going to try to cross his bow, he told them explicitly they weren't going to make it.

After contact had been made, it was obvious Boat B was entangled in the anchor rode. However, the skipper of Boat A was too busy fending off other boats to render any effective solution to the problem immediately.

He was shocked a minute or two later to find himself adrift, especially after telling the Boat B people not to cut his anchor line. Yet they had apparently done so anyway. Not only had Boat B fouled Boat A (anchored boats have 'right of way'), but the skipper of Boat A feels he could make a pretty good case against Boat B under maritime law. Plus it endangered both Boat A and the boat that drifted into the rocks with Boat A. Plus it caused Boat A to disqualify herself from the race.

To put it mildly, the owner of Boat A was pissed.

Boat B's Point of View

Over on Boat B, the owner was considering his options as he came up to Elephant Rock. It didn't look like any boats were making it around, so he handed the tiller to his crew and went down to ready his own ground tackle. The encounter with Boat A

— cont'd

occurred as he was coming back topside. The owner of Boat B admits trying to cross in front of Boat A was a bad judgment call.

Once the boats were entangled with each other, the owner of Boat B determined that Boat A's anchor rode was wrapped around his rudder. In essence, this meant that both he, Boat A and up to four other boats being fended off at any one time "were all hanging off my rudder." Understandably concerned about breaking the rudder, he wanted to get the boat loose as fast as possible.

When the owner of Boat A nixed the suggestion to cut the anchor rode, the owner of Boat B loosened the rode from Boat A and, holding the bitter end in his hand, attempted to unwrap his boat. The pressure from the current was more than he expected, however, and the line was pulled from his grasp — an unfortunate, but purely accidental turn of events. According to the skipper of Boat B, "By the time we got untangled from the other boats around us, (Boat A) was already motoring back to his yacht club."

The Resolution

The skipper of Boat A did not protest Boat B. He motored home, expecting the skipper of Boat B to do the honorable thing — call, explain himself, apologize and replace Boat A's ground tackle.

Boat B went on to finish third in division. The owner of Boat B figured if the owner of Boat A had a problem with the incident, he would call. Several days later, he did. The owner of Boat B, somewhat taken aback by the tongue-lashing he received from the owner of Boat A, apologized and offered an older anchor and what he felt was the equivalent amount of chain and rode to the owner of Boat A. The owner of Boat A said that was unacceptable, and informed the owner of Boat B that he would like a check to cover replacement of the lost ground tackle. The check was sent.

The Questions

Poor judgment, misplaced optimism, underestimating the current — for whatever reason, let's assume the collision of the two boats was unavoidable. Now they're locked together by Boat A's anchor rode tangled around Boat B's rudder.

1) What would you do if you were the skipper of Boat A?

2) What would you do if you were the skipper of Boat B?

3) Should Tonya Harding, having lied to the FBI about her knowledge of the attack on Nancy Kerrigan, been allowed to skate in the Olympics?

You have the facts. We await the answers.

coast watch — cont'd

Citrus. After tapping on the hull and receiving no response, the *Citrus* waited on scene until a helicopter arrived to commence a search. Neither aerial search turned up any people, and a search of databases yielded no further information on either vessel.

— While assisting in the search for three rafters missing on Redwood Creek, an Air Station Humboldt Bay helicopter located an empty raft along the Creek. The following day, one of the rafters climbed out of the canyon and hiked to safety. The other two were located by a ground party and medevac'ed to a local hospital. All were treated and released.

— Station Golden Gate launched their motor lifeboat on the last evening of the month to investigate the report of several red flares sighted off Sausalito. The Coasties determined a disgruntled boat owner was firing the flares at other boats in an attempt to silence them so he could sleep. Because of the shallow depth and other obstructions, the motor lifeboat couldn't reach the vessel. The Sausalito Police Department was contacted, but indicated there was nothing they could do.

February 1 — Clogged fuel filters and no wind was the message from the 44-ft sailing vessel *Odyssey* about 35 miles south of Turtle Bay. The cutter *Tybee* responded. A couple of crew from the cutter changed out the filters and got *Odyssey* underway.

— An alert watchstander on the Navy ship *USS Kansas City* noticed that a jet skier jumping the ship's wake as she entered the Estuary took a nasty spill. The ship lowered a boat to see if he was all right, and recovered the man, conscious but dizzy. He was transferred to a Coast Guard 41-footer and taken to a waiting ambulance at Jack London Square.

February 3 — In heavy seas, driving rain and winds gusting to 57 knots, two fishing boats were driven ashore on the west side of Santa Cruz Island. There were two people each aboard the 30-ft *Rampage* and the 42-ft *Ocean Citizen*. The cutter *Point Stuart* was less than a mile away when the distress calls came in, but was unable to help or launch their inflatable boats because the fishing boats were on rocks right in the surf line. The first helicopter to arrive was likewise unsuccessful in attempts to deploy life rafts to the two boats because of the conditions.

At one point, the *Ocean Citizen* broke free and started to drift into deeper water. The *Point Stuart* was able to get them under tow and get two pumps aboard to assist in dewatering. Meanwhile, the *Rampage* broke up and sank; both crewmembers and a puppy went in the water. A 44-footer that had just arrived from Station Channel Islands located them hanging onto a rock, but again, could not get close enough to conduct the rescue. Another helicopter was vectored in and this time was able to hoist the crew — puppy included — aboard. They were transported to Santa Barbara airport and a waiting ambulance.

Back aboard the *Ocean Citizen*, things were going from bad to worse. Despite the two powerful Coast Guard pumps, it was obvious the battle was lost. The two crew were pulled off the boat moments before it, too, went down. The crew, both in good condition, rode back to Channel Islands Harbor aboard the 44-footer.

February 5 — Responding to a 121.5 EPIRB hit 370 miles SW of San Francisco, a Coast Guard C-130 discovered the 40-ft catamaran *Australia* disabled with a broken rudder. The Rescue Coordination Center (RCC) in Long Beach requested the freighter *Ulsan Spirit* to divert and assist. The ship took *Australia's* singlehanded skipper aboard and continued on its way to San Francisco.

February 6 — Long Beach was once again the RCC when an unregistered 406 EPIRB went off near San Miguel Island. A helo located a sinking vessel and debris and commenced a search pattern. A cutter, auxiliary aircraft and several good samaritan boaters assisted in the search. The helo located and retrieved two people in the water, who confirmed they were the only crew. The helo landed at Santa Barbara airport, where the two survivors refused ambulance transport to the hospital.

February 7-8 — A twin engine Cessna with one person aboard was reported down in the water 4 miles NW of La Jolla. A helicopter, two cutters and the Navy ship *USS Ogden* searched the area throughout the night. In the

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SIGHTINGS

coast watch — cont'd

morning, they were joined by one more helo and a Del Mar lifeguard vessel. Debris later identified as coming from the airplane was located along the beach at Torrey Pines, with additional debris washing up during the day. The pilot, a 32-year-old woman, was not found.

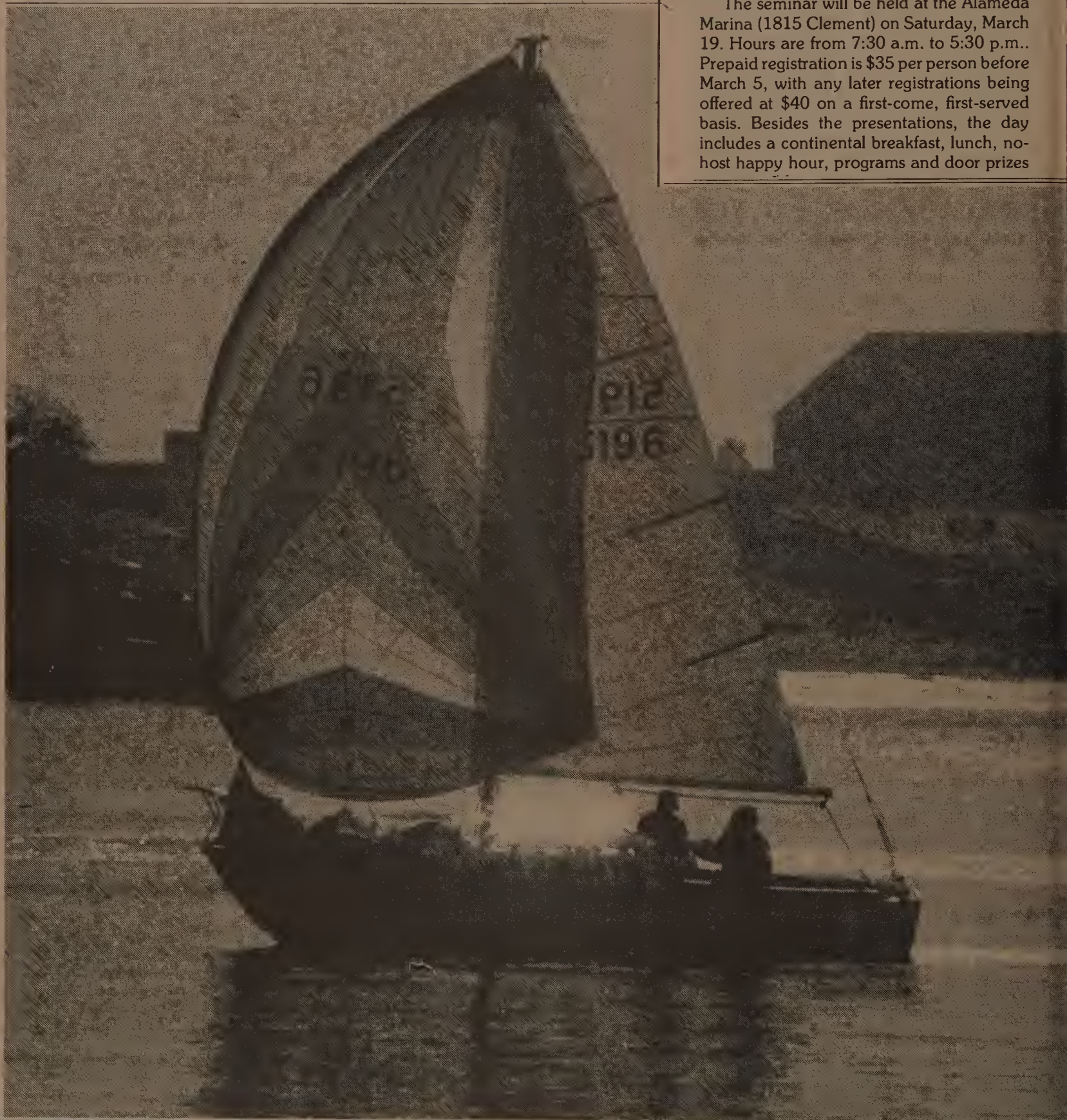
— Disabled in heavy weather (35 knot winds, 15-ft seas) by steering and engine problems 360 miles SW of San Francisco, the 50-ft ketch *Concord* put out a Mayday over VHF channel 16. The call was picked up by the freighter

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womens' sailing

Last year, with little fanfare, the first Northern California Women's Sailing Seminar was held at the Island YC. Two hundred women attended. This year, if registrations continue as they have been, there will be some 350 attendees for the all-day program, being held once again at IYC. Talk about an idea whose time has come!

The seminar will be held at the Alameda Marina (1815 Clement) on Saturday, March 19. Hours are from 7:30 a.m. to 5:30 p.m.. Prepaid registration is \$35 per person before March 5, with any later registrations being offered at \$40 on a first-come, first-served basis. Besides the presentations, the day includes a continental breakfast, lunch, no-host happy hour, programs and door prizes



seminar

— many of which will be supplied by the program's main sponsor, West Marine. Incidentally, this is not a women-only event. Although the programs will be geared to women, men are welcome and invited to attend also.

Speakers for this year include Linda Newland (advanced navigation and heavy-weather sailing), Jocelyn Nash (beginning and advanced sail trim), Mary Swift (safety and emergency repairs at sea) and Joanne Sandstrom (cruising boat preparation and provisioning).

For more information or registration, call the Womens' Sailing Seminar Committee at Island YC, (510) 521-2980, or stop by your local West Marine store.

coast watch — cont'd

Zim American, which relayed it to a Canadian Coast Guard Station. They, in turn, notified Coast Guard headquarters in Long Beach. The *Zim American* diverted to assist while the Coast Guard launched a C-130 to provide overhead coverage and communications. The skipper of *Concord* originally wanted to transfer four of the six people aboard the *Zim American*, then attempt repairs while the ship gave him a lee. However, when the ship came alongside, the yacht was sucked into it and sustained heavy damage. The owner decided at that point to abandon. All six people made it safely aboard the *Zim American*, and were due to arrive with the ship for an unscheduled visit to Hong Kong on February 24. The owner stated he will try to find and salvage the boat on his return to the States.

February 13 — The 250-ft mega-yacht *Golden Odyssey* was cruising along west of Panama when they came upon a fellow treading water out in the middle of nowhere. Turns out he was the third engineer off the Korean tanker *Tenhiro*, and had fallen overboard some 3½ hours earlier. He shouted, but was not heard. The agent for the *Golden Odyssey* contacted the agent for the *Tenhiro*, and the tanker turned around, rendezvoused with the yacht, and got their third engineer back. They apparently didn't even know he was missing.

short sightings

FLORIDA — Eugenio Roman made a novel escape from Cuba last month. He sailed the 110 miles from Varadero Beach to Marathon in the upper Florida Keys on a windsurfer. Part of his inspiration for the nine-hour trip was a childhood friend who had done the same thing in 1990 and now works as a computer programmer in Miami. Roman left Cuba in the early afternoon and arrived at his destination about 11:30 at night. Cold and swollen, he asked for asylum and was turned over to a refugee resettlement agency.

PUERTO RICO — It's not bad enough that 600,000 gallons of oil leaked out of a grounded barge off San Juan on January 7 and drifted onto beaches, causing a multimillion dollar cleanup effort to swing into action. Now outraged Coast Guard officials report they're having to reassign hundreds of cleanup workers to outlying beaches because boaters are apparently taking advantage of the 'free' cleanup by dumping their own oil in the adjacent waters. The Coast Guard has so far identified three different types of fuel in their cleanup efforts.

RUSSIA — Two major announcements came from Navy sources in the former Soviet Union in February. The first was that the Navy is retiring three of its five aircraft carriers because it can't afford to keep them running anymore. Apparently, the three have been confined to port for some time, and one analyst predicted they will never sail again. The second announcement had to do with that Soviet nuclear submarine that went down off Bermuda in 1987. Apparently it has broken up and is leaking radiation. It's not known exactly how much and where it's going to end up yet.

BODEGA BAY — The National Weather Service is planning a Marine Weather Conference at the Bodega Bay Marine Laboratory on Saturday, April 9, from 3 to 6 p.m. Activities will start with a tour of the facility, followed by presentations on such subjects as the modernization and restructuring of the NWS, marine weather warnings and forecasts, current and future status of weather buoys and NOAA weather radio. If you've ever had any questions or opinions on how mariners get their weather, this one may be worth a visit. NWS Oceanographer Ernest Daghir is in charge of the conference. He can be reached at (415) 876-9122, or Fax'ed at (415) 364-2599.

PORTLAND, OREGON — Before Tonya Harding's bodyguard arranged the pipe crack heard round the world, he ran a professional body-guard school in Portland. Among the classes offered by Shawn Eckardt's World Bodyguard Service was "How to Protect Yachts Against Piracy." The class cost \$4,200, although neither the travel agency nor hotel listed by Eckardt as part of the deal claims to know anything about it. As you might have suspected, World Bodyguard Service is no longer answering their phones.

We moan about the lack of breeze in the winter, but in a few months we'll be longing for tranquil afternoon sails like this. Looking good in this Estuary shot is the Santana 22 'Thully.'

LATITUDE/JOHN ARNDT

Here's a question for you: Do people who own boats for a long time, like people who have the same dog for umpteen years, begin to resemble their craft? When you cross tacks with the long, lithe Yucca, for example, does it strike you that the boat has

cruise down the coast. Most also mentioned some aspect of the sentimental bond that develops as children 'grow up' aboard, or a

"The first race of the season is on my 75th birthday. My wife and kids want to have a party. I've told them, sorry, I have a race!"

been owned and sailed by tall, lanky Hank Easom for going on three decades? And is it just our imagination, or does Scotty Cauchois remind you of a Bear? When you see Bruce Munro at the dock, do his clean-cut good looks somehow reflect the clean and classic lines of his Ericson 35 *Wanderlust*?

These are just a few of the questions that came to mind as we sought out sailors who have had the pink slip on their yachts for more time than it takes the Beatles to figure out if they want to have a reunion or not. Specifically, we wanted to know how — in this throwaway, movin'-on society of ours — anyone could hang onto the same boat for two decades or more. Was there a bug going around? A family curse, perhaps, or some sort of demonic obsession? Would psychiatric treatment help? Were longtime boat owners . . . un-American?

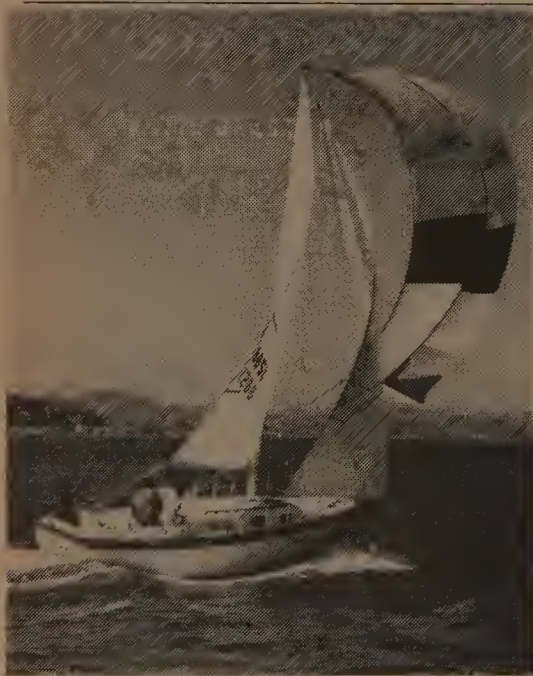
Not guilty on all counts.

What we found is that each owner you're

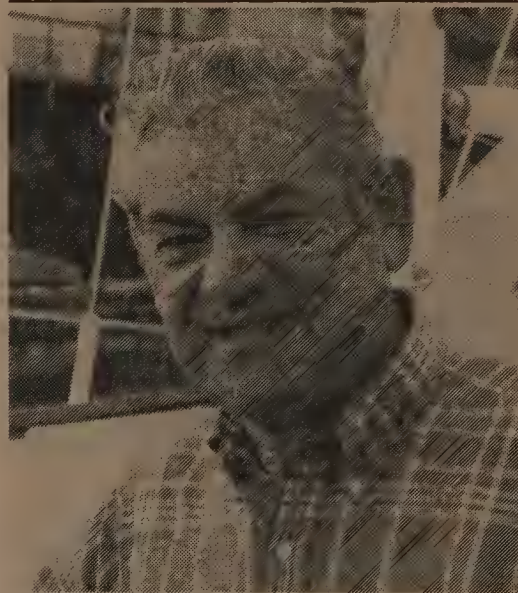
loved one's ashes are scattered from the decks. The bottom line is that all these folks are still happy and content, blasphemous as that may sound.

One more thing. We know there are probably a zillion more happy longtime owners than are represented here, and we hope to hear from them all. This time around, however, time and space constraints allow for only the following half-dozen boats and owners. We at least tried to make it a representative cross section, giving equal time to racers, daysailors, 'plastic classics', woodies and even a Master Mariner.

Herman "Herm" Zelles moved up from a Col-umbia 24 to his Rawson 30 *Vailima* in 1970. With a wife and two kids at the time,



COURTESY HERM ZELLES



Above, Herm Zelles. Left, 'Vailima' on a run.

about to meet had a unique story to tell. If there were any common threads, they had to do with the way each boat suited their particular lifestyle. And to a man, they all still liked the way their boats moved through the water, be it on a race, an overnight jaunt or a

he wanted a boat with standing headroom, an inboard auxiliary and enough interior space for the whole gang. The Rawson 30 fit the bill perfectly. Designed by William Garden, the 30s were built by Washington's Ron Rawson, the first builder of commercial

fiberglass fishing boats in the U.S. His philosophy, according to Zelles, was "to build a boat to last." With a full keel and 12,000 pounds of displacement, the Rawson 30s will probably outlive us all.

At the time he bought *Vailima* (named after the Samoan hideaway where Robert Louis Stevenson wrote his adventure stories), the Rawson 30 had been an active one design class for nearly 10 years. Zelles joined the racing fleet, and recalls that some races saw as many as a quarter of their 55 members on the line during the summer season. The fun lasted through the mid-1970s, at which time the fleet fell apart. Zelles continued his competitive sailing aboard other yachts and converted *Vailima* to a serious cruiser — not a huge job. "I changed from a two bladed to a three bladed prop!" he says.

Daysails and overnights have been the boat's primary activities ever since, along with an annual week-long Delta trek. Zelles' kids grew up on the boat, and his grandchildren now enjoy going out when they visit from Texas. Zelles is also an active Coast Guard Auxiliary member, and takes *Vailima* out for safety patrols. These missions usually





'Trigger' is the longest continuously campaigned boat sailing the Bay.

involve monitoring the waters of the central Bay and the Golden Gate, offering tows to boats that break down and helping direct traffic during Opening Day.

"The Rawson 30 is a wonderful boat," says Zelles, not surprisingly. "She's stiff and stable, with lots of room. In light air she's a little slow, but when it's blowing 35, she

chance of winning, he'd better buy *that* boat. He did, and has raced every YRA season since — an incredible 37 consecutive series! If you're keeping score, that also makes Scotty the 'winner' of this article. We couldn't find anyone who has owned a boat longer.

"If I like something," he says, "I'm not about to change!" He also has had a very loyal crew, including one member, John Kempf, who's sailed with him for 28 years!

But racing hasn't been *Trigger's* sole

"I was always afraid the deck was going to come off one day during a jibe."

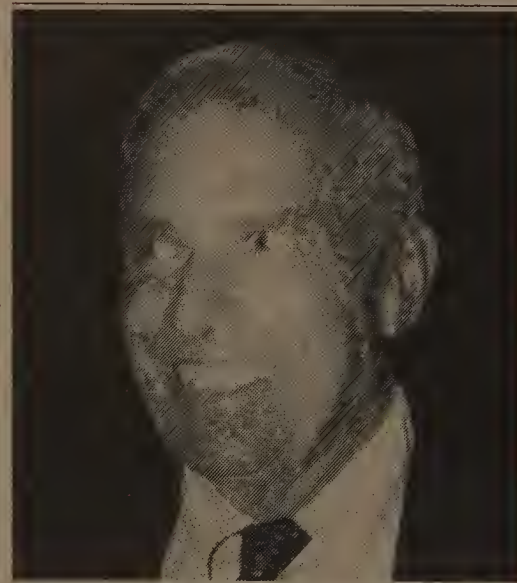
keeps plugging right along."

Back in the 1950s when Scott Cauchois first started crewing on Bear boats, the most consistent winner in the fleet was John Scarborough's *Trigger*. When Scarborough put *Trigger* up for sale in 1958, Cauchois figured if he ever wanted to have any

activity over the years. Back when his three sons were younger, they used to hang out with Dad in the Delta for a week or so every year. The boat sleeps four, although creature comforts aren't exactly abundant below-decks.

They've also done some extracurricular racing outside the Bear class, including one memorable Aeolian Lightship race several years ago. "It was blowing about 45 knots," Cauchois remembers "and we rounded at the same time as the big sloop *Baruna*, which had started later. They set their huge venturi spinnaker with the holes in the panels and we figured we should set ours, too. When we finally got it hoisted, we noticed that *Baruna's* kite was gone. At first we thought they'd lowered it, but then we realized it had blown up! We were able to carry ours all the way."

Built in 1938 by the Nunes yard in Sausalito, *Trigger* began to show her age the last few years. To save money, the hull and deck were originally fastened with galvanized nails. Needless to say, everything had worked itself loose over time. Cauchois had six planks replaced and everything refastened with stainless screws in 1988. This winter he had Dan Jones redo the deck, which peeled off not unlike a shoe box lid with all the rotted nails. "I was always afraid the deck was just going to come off one day during a jibe," admits Cauchois. "I also always thought we were fast because the boat was so loose, that it just slithered its way through the water. Guess we'll find out this spring. The first race of the season is on my 75th birthday and my wife and kids want



Papa Bear — Scotty Cauchois.

to have a party. I've told them sorry, I've got a race!"

Peter Moorhead's father Harry didn't have much prior sailing experience when he bought *Run Free*, a Gladiator 24, in 1965. "He kind of taught himself to sail on the boat," Peter says. Whatever plans the old man had about using the boat as a family fun vehicle evaporated relatively quickly,

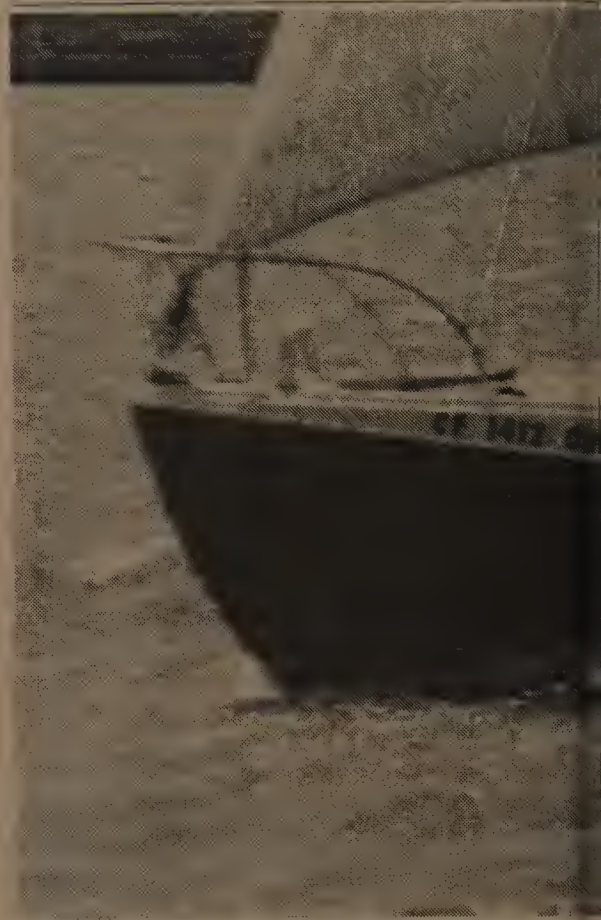
however. Peter can only remember once when the whole family, which included two sisters, piled onboard for an overnigher. Not long after, the female contingent washed their hands of the sailing life. Fortunately, the male side didn't mind because it meant they had the boat all to themselves.

"I have very fond memories of being about 8 years old and sailing from our home port of Coyote Point up to Tiburon for the weekend," says Peter. "We used to get an

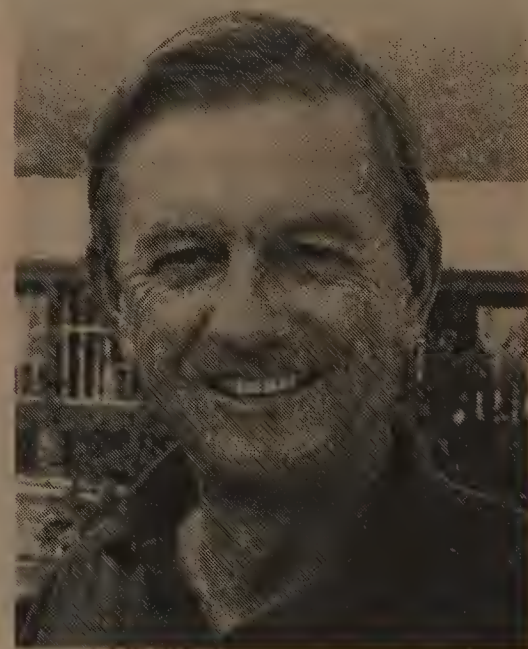
ALL PHOTOS LATITUDE EXCEPT AS NOTED

going solo. He had a shortened main built and installed one of the first roller reefing jibs on the Bay, so singlehanded sailing was relatively easy. He also replaced the 6-hp outboard with an single-cylinder inboard Yanmar diesel. The installation of a prop and shaft required detaching the rudder from the aft end of the keel and hanging it further aft as a spade version. That job constituted the only major changes made to the boat in the last 29 years.

Harry had the singlehanded routine pretty well wired, except for one windy day coming back from the North Bay. A favorite way to end the weekend was to sail up the narrow channel leading to Coyote Point on a beam reach and do a couple of quick tacks inside the harbor. On this particular afternoon, however, Harry's attention was



Moorhead cleared away the damage as best he could and motored to his berth, leaving a long chunk of backstay on the marker. "That



COURTESY BRUCE MUNRO

early start on Sundays and once, in the fog, my dad had me up on the bow blowing an air horn as if that was going to protect us from some big ocean freighter!"

When Peter's teenage hormones kicked in, sailing with Dad lost favor, so Harry kept

Above, 'Wanderlust' on her way to winning the '74 Larry Knight Trophy. Right, Bruce Munro.

distracted on the reach and he rounded up into the channel marker, which hooked the backstay and brought the rig down. Father

wire stayed there for the next 15 years before they cleaned it up," says Peter. "It was always a safety reminder for us."

Peter's interest in sailing rekindled during his last two years at UC Berkeley, and he vividly remembers the day when Harry



'Run Free', shown here racing the Plastic Classic, has been in the Moorehead family for 29 years.

turned the keys over to him. "I remember leaving the harbor that day and enjoying the feeling of being on my own boat and carrying on the family tradition," he says. While boating was his father's avocation, Peter has turned it into his livelihood. He used to teach sailing, worked as a charter boat captain and now serves as an assistant harbormaster.

Now married, Peter and his wife Jan still enjoy their outings on *Run Free*. Like all boat owners, though, they've entertained thoughts of moving up, and not too long ago, they put the *Gladiator* up for sale. Surprisingly, buyer interest in *Run Free* was almost nil, even when Peter lowered the price. "I've come to believe she just wasn't ready to go," he says. "She's safe, she handles the Bay well and for the type of sailing we do, she's perfect."

One of the Bay's more visible sailors, Hank Easom, and one of the most distinct boats, the 8 Meter *Yucca*, have been together 30 years. The two were first introduced almost by accident back in 1964 after Easom had just built and sold a Lapworth 40 called *Serenade*. He had gone to Southern Califor-

nia to test sail another Lapworth design, the Cal 40, and found the boat pounded pretty badly. "I'd just had a back operation and I couldn't stand it," he says. "My wife and I also realized the boat was too big for the two of us."



COURTESY PETER MOOREHEAD

Easom had sailed an 8 Meter years before with Myron Spaulding and still remembered how well the boat handled. So before leaving Newport Beach, he asked a broker if there were any for sale. As a matter of fact, there was one, said the broker, and they

rowed out in thick fog to take a look. Easom still remembers the thrill of seeing the doubled-ended *Yucca* loom up out of the mist.



COURTESY PETER MOOREHEAD

~ Left, Peter and Harry Moorehead with 'Run Free', circa 1967. Above, father and son aboard in 1994.

A test sail confirmed his initial reaction. He told the broker to hold his offer for 24 hours, but by the time Hank got off the plane in San Francisco he couldn't wait to get to a phone to put the offer through.

Yucca was built in 1937 by Tom Dittmar

ALL IN

in Newport Beach. She's double planked, with Honduras mahogany outside and Port Orford cedar inside. Upon launch, the boat became part of a hot 8-Meter fleet in Southern California. A later owner converted her to a cruiser with the addition of a cabin,

Yucca has had a long and varied racing career. Under the CCA rule, she did quite well, but IOR was never intended for a long,

in last year's Doublehanded Farallones race too, and still competes regularly in club races and midwinters.

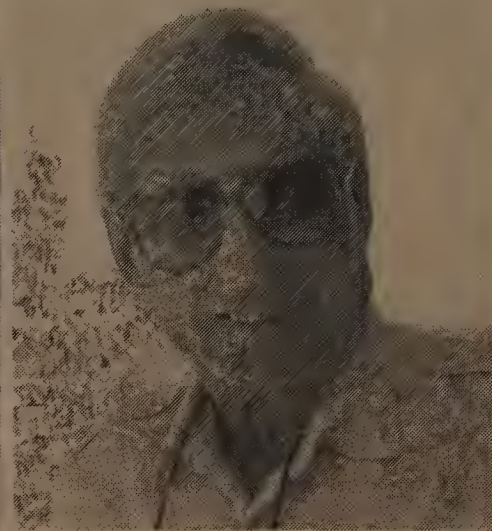
Easom estimates it takes about an hour of work on the boat for every hour of sailing, but the effort has paid off. Yucca has received standing ovations from appreciative fans on Opening Day. The secret is keeping up the maintenance and making sure the boat is well ventilated.

Easom adds that of all the boats he owns, which include a powerboat and an Etchells 22, Yucca is his favorite. "You just kind of relax when you go out on her," he says. "She

Ford was closing in on a German U-boat with the boat's one unreliable machine gun when he suddenly asked himself what the hell he was doing. . .

cockpit and inboard engine. A year after Easom bought her, a gasoline explosion ripped the deck off. Hank rebuilt her in 1965 and later added a teak deck over the original plywood covering.

narrow doublender. She's never been measured for IMS, but she's now doing fine under PHRF. Easom and his longtime sailing partner Charlie Mohn just took second in the Three Bridge Fiasco. Yucca won class honors



Above, Bill Vaughan. Spread, 'Evening Star' on her way to a class win in the 1990 Master Mariners.

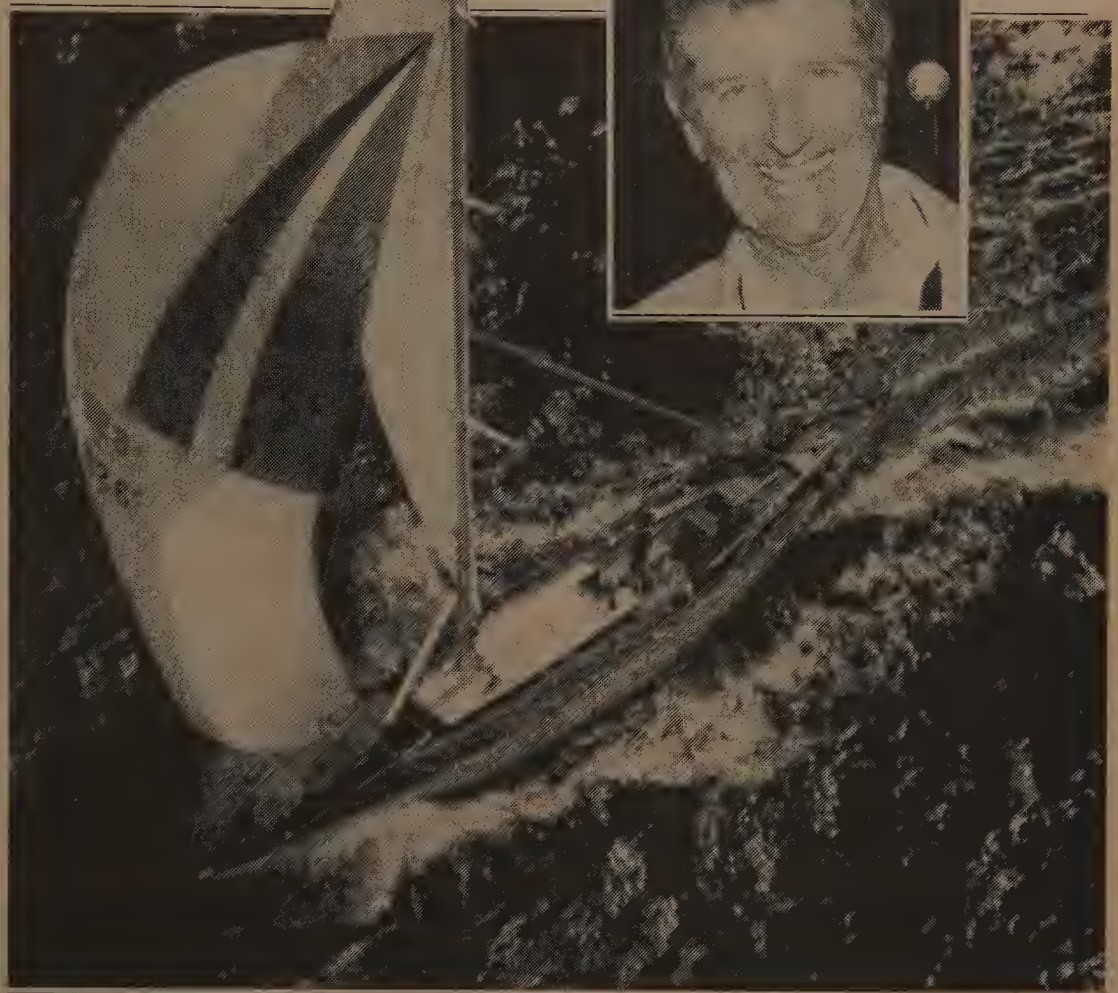


THE FAMILY

goes through the water, not over it and she's just fun to sail."

In the late 1960s and early 1970s, Bruce Munro was best friends with Mert Yolles, who owned the Ericson 35 *Tranquility*. "Our families used to do things together all the time," Munro says. The friendship ended when Yolles was tragically killed in an auto accident. Munro bought the boat from Mert's widow, Marilyn, and renamed it *Wanderlust*.

Coming from Snipes and Thunderbirds, Munro took a big step up to the 35 footer. The transition took a few years to feel comfortable, but by the early '70s he was campaigning her actively, going offshore for



Above, 'Yucca' on the way home from the '93 Doublehanded Farallones. Inset, Hank Easom.

the rugged Danforth Series and winning the 1974 Larry Knight Trophy. Munro's appetite for racing eventually outgrew *Wanderlust*, so he chartered her out for a few years while he bought a partnership in the Peterson Two Tonner *Leading Lady*. After a successful IOR career, Munro came back to the Ericson 35 and some family cruising.

All three of Munro's children grew up sailing the boat. His son Ken has become one of the better Etchells 22 racers on the Bay, even though neither he nor his sisters

guy!"

Munro adds that he never planned to own *Wanderlust* for 20 years. "You usually want something bigger," he says, "but I never saw anything I wanted more. She's been very reliable, she's easily handled by my wife and I, and she's perfect for family cruising."

Another Bay classic is Bill Vaughan's lovely 54-ft yawl *Evening Star*. Designed by John Alden and built in 1937 by Herreshoff for Fred Ford of Detroit, the boat spent the war years patrolling for enemy subs off Georgia. Legend has it that Ford once tracked

When my daughters were really interested in someone, they'd ask if we could all go sailing together. That was a signal for me to really pay attention to this guy!"

had much interest in sailing during their teen years. When they entered the boyfriend/girlfriend stage, however, they realized how cool it was to go sailing on Dad's boat. "When my daughters were really interested in someone, they'd call me up and ask if we could all go sailing together," Munro laughs. "That was a signal for me to really pay attention to this

down a German U-boat and was closing in with the boat's one unreliable .30 caliber machine gun. "At a certain point," says Vaughan, "Ford asked himself what the hell he was trying to do and beat a hasty retreat."

In 1973, *Evening Star* turned up for sale in San Diego, which is where Vaughan had gone boat hunting with the idea of trading

ALL IN THE FAMILY

up from his 39-ft gaff yawl. When Vaughan expressed interest in *Evening Star*, he was told she had been promised to a young

back to life. Originally a yearly duel between 19th-century sailing ships, in 1964 the Master Mariners was reborn as an annual

Do people who have owned boats for a long time begin to resemble their craft?

hippie who had until that evening to come up with the purchase price in cash. The owner wasn't happy about the youngster's plans to put the boat into the Caribbean charter business, so Bill made a bid — sweetened with an extra \$5,000 — in case the deal fell through. It did and within a few days, Vaughan had himself a piece of American sailing history.

Vaughan campaigned the boat vigorously, winning Master Mariners races in 1974 and 1976 and the Boreas Race in 1976. (In fact, Vaughan is one of the guys responsible for bringing the Master Mariners Regatta

competition between classic yachts.) As recently as 1990, *Evening Star* once again won her division in the Master Mariners with Fred Ford, Jr., son of the original owner, on board to share the thrill.

Fun sailing has also been a high priority for Vaughan. In 1985, he went on an extended cruise to Washington and British Columbia. Locally, he and wife Sondra like to take the boat out themselves for relaxing Bay cruises. For many years, they also hosted a regular Wednesday night sail for anyone who wanted to come. That practice fell dormant a few years back, but Bill says

there are plans for a revival this summer. "Anyone who's around is welcome to come along," he says. "It's been a great way to introduce people to sailing."

In addition to many who have had their first sail aboard, *Evening Star* has also been the last boat ride for several friends and relatives. Bill spread his mother's ashes at sea from her decks. Another time, he recalls venturing out to Point Bonita to disperse the remains of an excellent foredeck man by the name of Vince Berzins, a former Navy jet pilot who died young. Just as the ceremony concluded, a pair of Navy jets roared into view and majestically split paths directly overhead in unknowing tribute. "That," says Vaughan, "was a pretty special moment."

Special moments, special boats — and some pretty special owners to have cared for the same boats for so many years. Our hats are off to them — and to all the other 'happy marriages' that endure around the Bay!

— shimon van collie

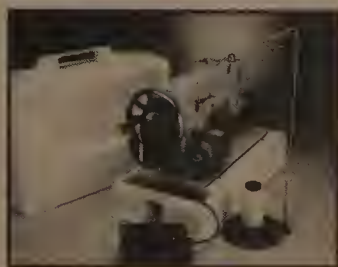
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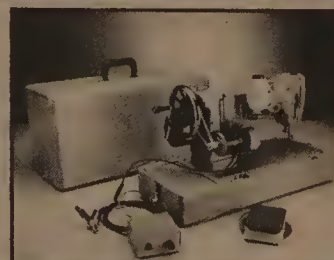
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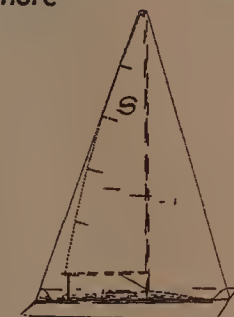
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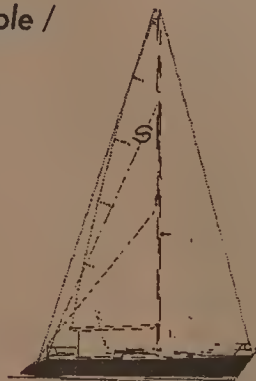
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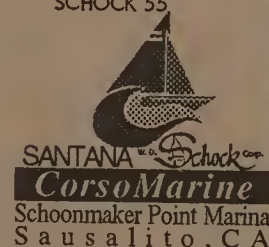
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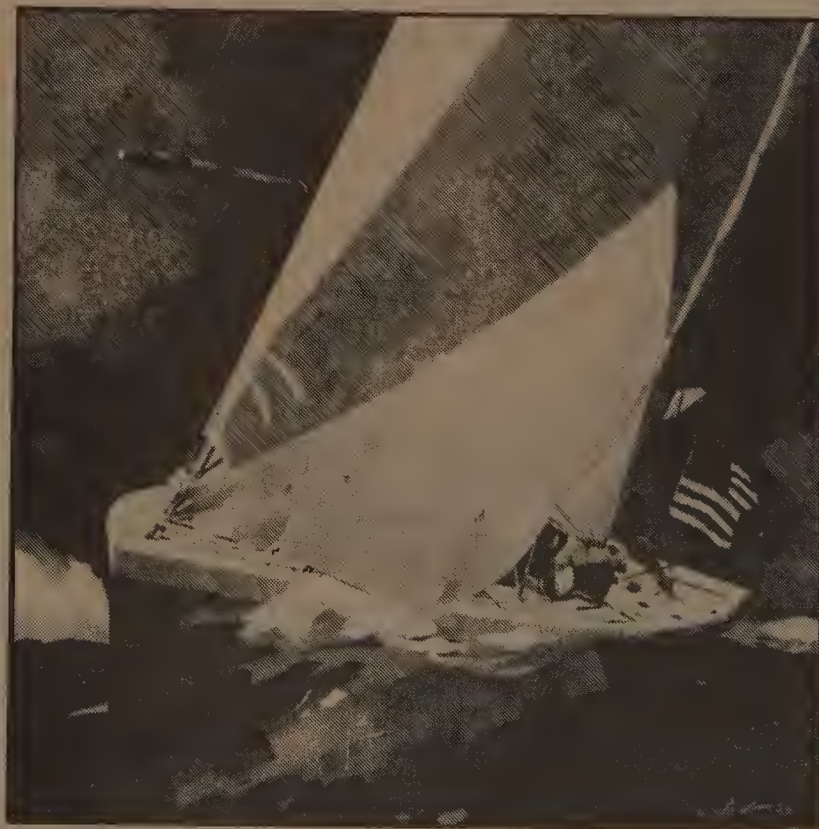
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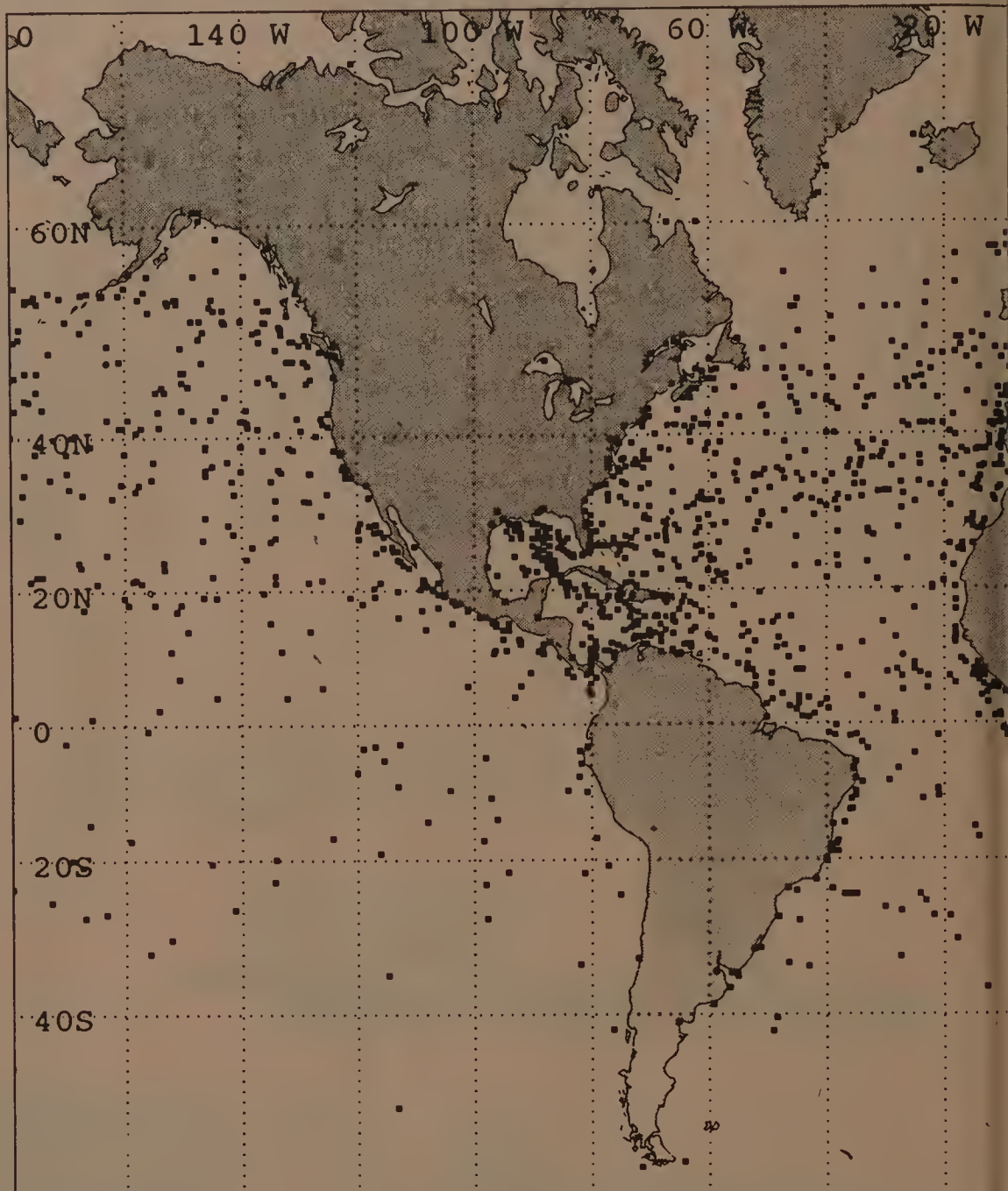
SHIPS ARE

Contrary to an idea held by many yachtsmen, there are no set shipping lanes upon the world's oceans. The realities of ocean travel dictate routes of common sense and navigational convenience that most folks tend to stick to, no matter what size their vessel. There are also geographic choke points that tend to establish traffic patterns and a certain congestion of vessels.

Shipping remains one of the world's predominant means of transportation. There are more than 25,000 ships of various kinds and sizes around the globe, according to the U.S. Maritime Administration. On any given day, the Atlantic and Pacific Oceans are dotted with ships in transit. The message for oceangoing yachts is obvious: remain vigilant. Ships are everywhere.

Nowadays, most ships on trans-oceanic passages follow great circle routes or direct rhumbline courses to their destinations, with only modest adjustments for natural phenomena such as weather, currents or ice. Although ships no longer need to stick to routes best suited for keeping their topsails full, masters frequently avoid strong headwinds which can extend a passage and increase fuel consumption. And while many modern ships can blast into headwinds with impudence, shoulder and beam seas can damage sensitive cargoes. All vessels, large and small, prefer quartering winds and seas — that hasn't changed in centuries. Nevertheless, the bottom line mandate of getting there via the fastest possible route usually prevails.

While the second mate is traditionally "in charge" of navigational planning and details, the ship's master dictates the overall route to be used. The master may tell the mate to get there any way he chooses. Sometimes he'll specify a great circle course or, more typically, some form of 'composite' great circle course. This might include a stretch in the Gulf Stream, a few-hundred-mile diversion south or north to avoid weather, or even a slight course change to allow the crew to witness an erupting volcano. Although less common nowadays, sometimes a ship will divert so the navigator can establish radar or



Gulf of Mexico

Stephen Fuccillo has sailed as second mate on numerous vessels that have operated in the waters south of the U.S. One of the more recent was the 688-foot U.S. flag tanker Coronado, which runs between ports in the Gulf of Mexico and Caribbean. During his 90 days aboard, the ship also delivered a

Just when you thought it was safe to be at sea... The dots on this map represent the locations of about 2,500 ships (or groups of ships) reporting in to AMVER — the Automated Vessel Emergency Response System — on October 25, 1993. Keep in mind that the 12,000 vessels that voluntarily take part in the AMVER program comprise only about 40% of ships operating worldwide. To get a more accurate picture of the total number of ships on the oceans of the world on any given day, shake pepper over this map for about 10 minutes. At right is the same day in the Atlantic Ocean only.

For every ship in those separation lanes, there are probably one or two ignoring them, plus another one or two not even aware of them.

visual contact with some point of land purely for navigational purposes. As always, great circle routes are mostly employed for long east-west transoceanic voyages. But many ships may go for years without following a great circle route.

load of petroleum products to Maine.

"We never knew where we were going until the last minute, sometimes until well after we had left our last port," Fuccillo explained. "We'd proceed to sea and wait for orders. Often these were just a telex that

said, for example, 'Proceed to SW pass.' But the company never told us how to get to there; they just told us when to show up.

"The rest was up to us. Typically, the captain gave me general guidelines as to the overall route, and he usually told me not to pass any closer than 7 or 8 miles from land. That was about it. The rest was up to me. I generally wrote up a voyage navigation plan with waypoints and guidelines for all the watchstanding mates and off we'd go."



COURTESY AMVER

regular flow of traffic as ships make their turns entering or departing the Gulf of Mexico from the Straits of Florida.

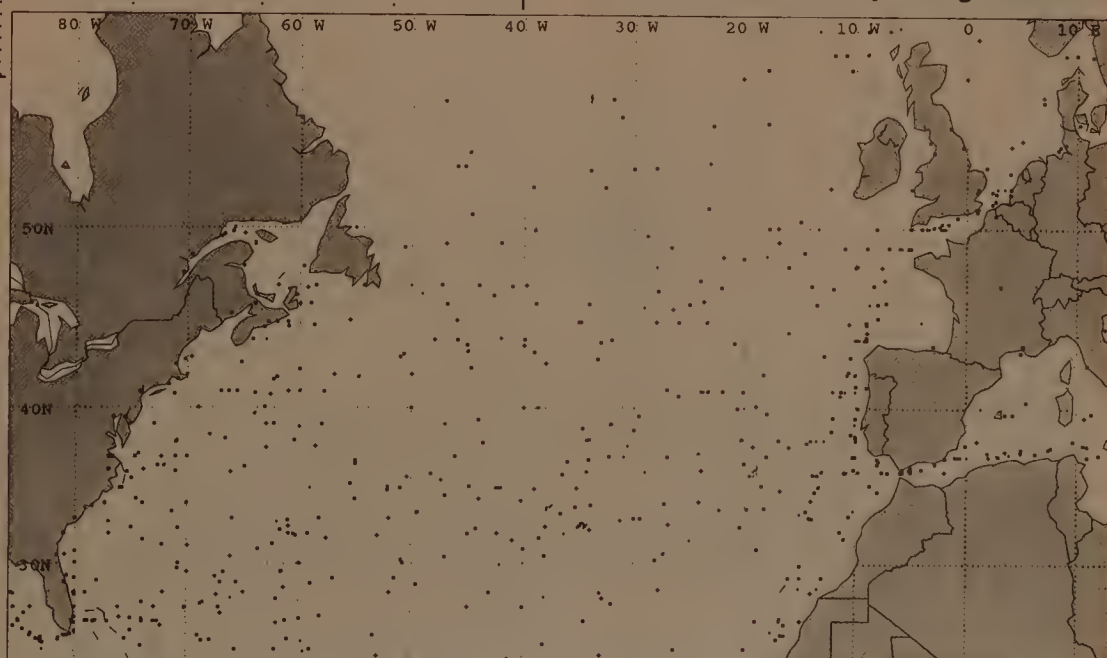
In this instance, a voyaging yacht wishing to avoid high-traffic areas during a night passage might elect to pass either very close to the Dry Tortugas, say one mile off, or fairly far, perhaps 20 miles away.

The same is true for Cabo San Antonio at the west end of Cuba. Although there's room to give this point of land a wide berth, some ship masters encourage their mates to pass close enough to this (and other choke points) for position checks. As a result, one can expect a fairly heavy flow of traffic less than 10 miles from Cabo San Antonio as vessels attempt to get close enough for a solid radar fix but still remain a respectable distance offshore from this somewhat controversial coast. Considering that most radars operate on 6 and 12 miles range settings, and that less than 6 miles may be getting a bit too cozy with the shore, the maximum traffic of this sort might be anticipated at a distance of between 7 and 10 miles offshore. A yacht navigator wishing to avoid traffic might thus elect to pass just inside the 6 mile range as he skirts around Cabo San Antonio.

Modernists might argue that in the age of GPS, ship masters would no longer feel the need for radar (or visual) confirmation, and would more typically elect to remain well offshore, closer to the centerline, perhaps sticking closer to the optional traffic separation lanes which are marked on the newest charts of that area. For every ship in those separation lanes, however, there are probably one or two ignoring them or pursuing their own

Fuccillo says that almost everywhere he goes in the Gulf/Caribbean area, routes are dictated by geography. There are no great circle courses. Everything is a straight run from point to point. There are few traffic lanes except on the approaches to major ports and in highly congested areas such as the Old Bahama Channel. Basically, Fuccillo says, yachts cruising these waters should expect to encounter ships anywhere, anytime. "From the Straits of Florida, all over the Gulf, through the Yucatan, across the Caribbean, approaching Panama, there are so many ports and so many ships that you see them virtually everywhere."

Ship traffic is especially concentrated around well-known geographic choke points. These are too numerous to list but the three most obvious include the Windward, Virgin and Mona Passages, and the Yucatan Channel. Looking a bit closer, it makes sense that the Mona Passage is preferred by ships to both the Virgin and Windward Passages be-



cause there is less small-boat traffic and fewer obstacles and navigational challenges. In another area, the waters 6 to 10 miles west of the Dry Tortugas will also see a

agendas, plus another one or two not even aware of them. What does that mean to yachtsmen? Be prepared to meet traffic, no matter what the charts say.

SHIPS ARE

The West Coast

Ships are everywhere off the U.S. West Coast. There are shipping ports from San Diego to Seattle, and ships come to them from literally everywhere in the Pacific. In San Francisco alone, something like 7,000

reason. Ships that don't carry radio officers (such as the couple dozen U.S. flag Alaskan tankers) are restricted by the Coast Guard to

The primary concern on all ships is schedule integrity. Next in order is the safety of the ship and cargo.

ships pass beneath the Golden Gate bridge every year. Once outside the gates of any harbor, these ships scatter in every conceivable direction — north to Seattle, Vancouver or Alaska; across the Pacific to dozens of Asian ports; southwest to Hawaii, the Pacific Islands, Australia or New Zealand; or directly south towards the Panama Canal.

However, if we could elevate ourselves to a satellite view of the world's oceans and still be able to make out the tracks of individual ships, we would be able to detect some well-worn 'grooves' in the ocean. Off the California coast, for example, an observer would likely find that most ships headed north or south between, say, San Francisco and the Panama Canal follow a more or less standard route.

"Headed south for the canal, our captain would simply tell us how far offshore to run," said one merchant mariner. "We'd set up a couple of waypoints and just head on down. Our actual track might vary a bit each time, but basically we just try to avoid wasting any time."

no more than 150 miles offshore. At the same time, tankers must be mindful of exclusion zones posted by most states to keep them at certain distance from shore.

"Off the California Coast, a tanker like ours is required to stay at least 50 miles offshore, and that may be increasing to 100 miles before too long," said William Full, captain of one of Exxon's largest tankers, the *Sea River Long Beach*.

"This has a direct impact on the route we choose. We pull out of San Francisco, clear the sea buoy and then head west on a course of about 245° until we're 50 miles offshore. Then we turn and head northwest until we get to the 150-mile line and stick to that all the way to Alaska.

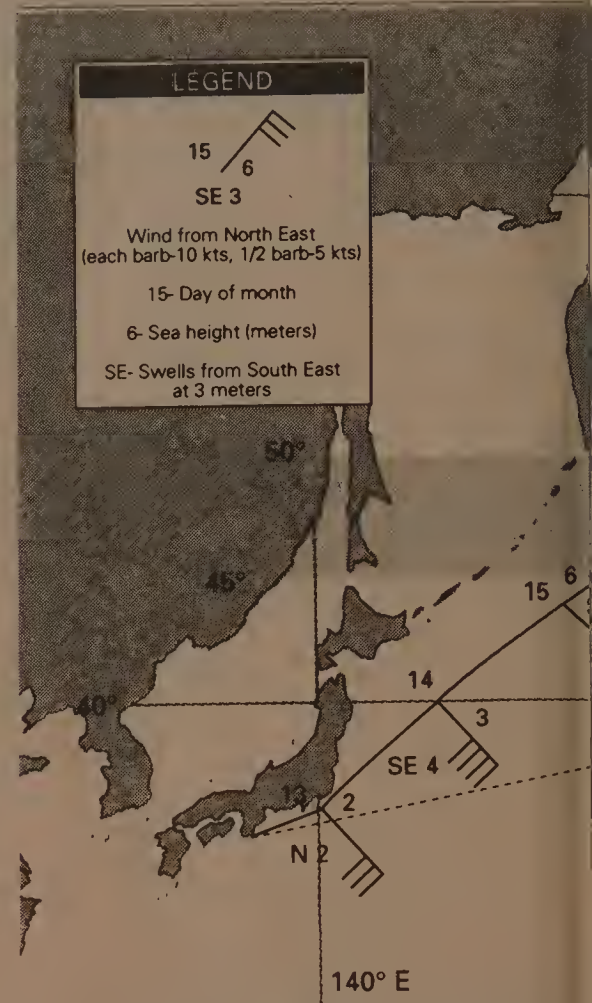
"Basically, because of these regulations, everybody's in a fairly narrow 8 to 10 mile corridor all the way up," said Captain Full. "We're definitely digging a trench in the bottom along that exact route."

Ships, like love, often appear when you least expect them. Offshore sailors should never assume they're 'safe' from such encounters.



Many of the 60 tankers a month that call at Valdez, Alaska, also follow more or less the same route every trip, but for another

The area of the Pacific between California and Hawaii is another area where oceangoing yachts can expect to see large commer-



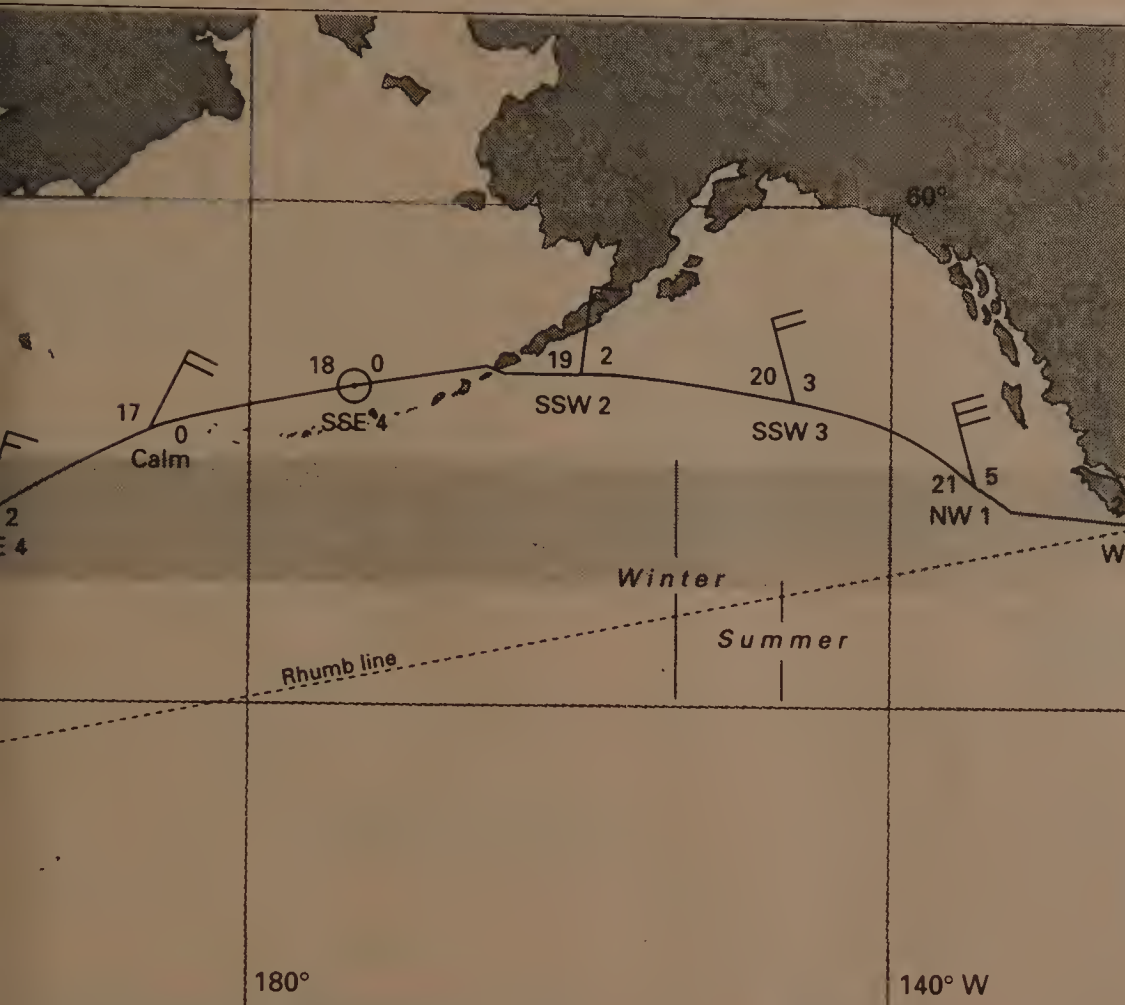
cial ships just about anywhere — especially since, to some extent, they tend to travel the same routes.

A ship or tug-barge unit sailing outbound to Hawaii may very well track south first to pick up the more favorable winds and seas in the southern sector — the exact strategy used by most cruising and racing boats headed to the 50th state. Homeward bound, many commercial vessels elect to track far to the north to get around the ever-present high pressure area which often straddles the direct route — again, the same tactic used by returning cruisers and home-bound racing boats. Of course, some masters will use a great circle track between San Francisco and Hawaii. Others may stick to the rhumbline and blast straight ahead, perhaps diverting only for weather obstructions.

Weather Routing

Whatever their route, some ship masters are in frequent direct contact with private weather forecasting companies that advise the master on the choice of route and speed for a specific voyage. Such advice usually arrives in the form of a telexed message on the day before sailing, with updates coming in at various intervals during the voyage.

In November of last year, for instance, the master of a U.S.-flag container ship scheduled to depart Japan for Seattle the following day received word from his forecasting company that the normal great circle track would



WEATHER NEWS USA

The normal corridor for eastbound ships in the Pacific is from 40° to 50°N. In heavy weather, though, many are routed north of the Aleutians.

not be appropriate. The report from Weather News America, a privately owned forecasting service, indicated that the ship would likely experience headwinds from the east on its cruise instead of the more typical westerly winds.

"That week we had seen a series of gales moving northeast from Japan which set up a band of easterlies from 35° to 48° north latitude," said Gary Kamanoto, WNA vice president at the time. "We recommended that, if possible, vessels bound across the Pacific pass just north of the Aleutians in order to minimize these headwind conditions."

The more typical travel path for eastbound vessels transiting the northern Pacific in winter would be between 40° and 50°, according to Kamanoto. During the summer, with fewer weather diversions necessary, a typical 'corridor' for eastbound vessels might be between 45° and 50°.

A diversion north to the Aleutians and through Unimak Pass would take a vessel as high as 54° to 55° north. Nevertheless, the Seattle-bound captain in this instance felt the added mileage was justified. "Acknowledge new route recommendation," he radioed back to Weather News America. "Now on great circle towards Buldir Island." (Buldir, in the eastern Aleutians, is the pass-through point for ships transiting north of the chain.)

Most vessels crossing the North Atlantic bound for the English Channel might also follow a great circle path, although again, consideration is always given to the dangers of storms and icebergs drifting south. Detours from great circle routes in the North Atlantic are often made to the south a couple of hundred miles. Also, vessels bound from points south of Cape Hatteras, such as the Caribbean or Gulf of Mexico, might take advantage of the Gulf Stream for at least part of their voyage across the Atlantic.

The English Channel

Doug Nemeth sailed recently as second mate aboard the containership *Sea Land Galveston*. He said that his vessel almost always sailed a composite form of great circle route to the English Channel. "We

mate on a variety of other ships, as well. "That captain was very experienced and definitely had his own ideas on the best routing. Although he appreciated all the advice we could get, in the end he relied on his past experience to pick the best course. That's why he was the master."

Nemeth said the primary concern on all ships is schedule integrity. Next in order is the safety of the ship and cargo.

"The key to picking a route is doing it ahead of time," he added. "If you're just starting out across the Atlantic, you can see from your forecasts what's happening off the U.S. mainland and do something about avoiding it. But if you wait until you're right on top of the weather, it's generally too late."

"Sometimes, you just don't have any choices. On the approaches to New York or Boston from the east, for instance, you're generally stuck in the groove for the last couple of days."

Headwinds alone are not so troublesome to a large modern ship, said Nemeth, although they do cause an increase in fuel consumption. "Our ship could still blast ahead at 17 or 18 knots into a stiff headwind," he added. "The real problems come from heavy rolling caused by shouldering and cross seas."

North-South Passages

Routing considerations are quite simple for vessels on north-south voyages, especially those that parallel a coastline. For ships going up the U.S. East or West coast, for example, the only consideration is distance offshore. That, in turn, is typically determined by the need for efficiency and the fastest possible passage. A vessel traveling through the Straits of Florida bound for New York, for example, is probably not going to be passing 200 miles outside of Cape Hatteras for the simple reason that it would be out of its way. On the other hand, the same vessel headed for Halifax would have more flexibility in choice of route. So even off Cape Hatteras, a yacht is likely to encounter north or southbound traffic at almost any distance offshore.

"Our ship could blast ahead at 17 or 18 knots into a stiff headwind. The real problems come from heavy rolling."

were weather-routed on every trip, but our captain almost never followed those recommendations exactly. Many times they would advise us to stay south, sometimes as far as 35° N, and I recall that he would often ignore that," said Nemeth, who has sailed as

The captain of an 800-foot foreign flag OBO ship (combination oil tanker and coal freighter) headed from Portland, Maine, to Norfolk recently explained that his choice of route was determined by the Gulf Stream. His intention was to pass through the estab-

SHIPS ARE EVERYWHERE

lished traffic lanes outside Cape Cod and Nantucket Shoals, then head directly to the Gulf Stream where he would take advantage of the much warmer water to wash his tanks, having just unloaded a cargo of crude oil at the pipeline leading from Portland to Canada. After that, he said, he was headed into

weather. Properly used, weather routing tells a master when to slow a vessel's progress, delay departure, or even seek shelter to

would be examples of these.

Finally, within some high-traffic ports there are very specific traffic lanes controlled by Coast Guard operated Vessel Traffic Services. Examples of these would be New York, Houston, Puget Sound, San Francisco and Valdez, Alaska.

Vessel traffic control is also highly developed in some European or Asian areas, two of the best known being the English Channel and Singapore Straits. In these areas, large ships are in constant communication with land-based controllers, and yachtsmen can confidently predict exactly where they are likely to encounter ships.

These areas comprise only a minuscule portion of the world's oceans, however. For the most part, a yacht skipper should simply assume that he or she is likely to encounter ships at any time at any place, and to be prepared to handle the meeting in a seaman-like manner.

— greg walsh

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There are more than 25,000 ships of various kinds and sizes around the globe.

Norfolk to load coal for Europe.

Coastwise Shipping

Yachtsmen are much more likely to encounter tug and barge traffic as well as coastwise shipping on shorter routes where great circle sailing is not a consideration. This includes routes along the coasts of most developed nations with emphasis on commercial and geographic choke points. Coastwise traffic tends to take the most direct route from origin to destination with few exceptions. The only real variable here is

avoid bad weather.

Some areas have well-defined shipping lanes. These are designed to keep ships moving in the best possible water in relatively hazardous areas such as through the Bay of Fundy or the specific approach lanes for New York, Boston or San Francisco. Some 'shipping lanes' are nothing more than traffic separation schemes through congested areas, meant to keep ships traveling in different directions separate from each other. Suggested shipping lanes through the Yucatan Channel or the Old Bahama Channel



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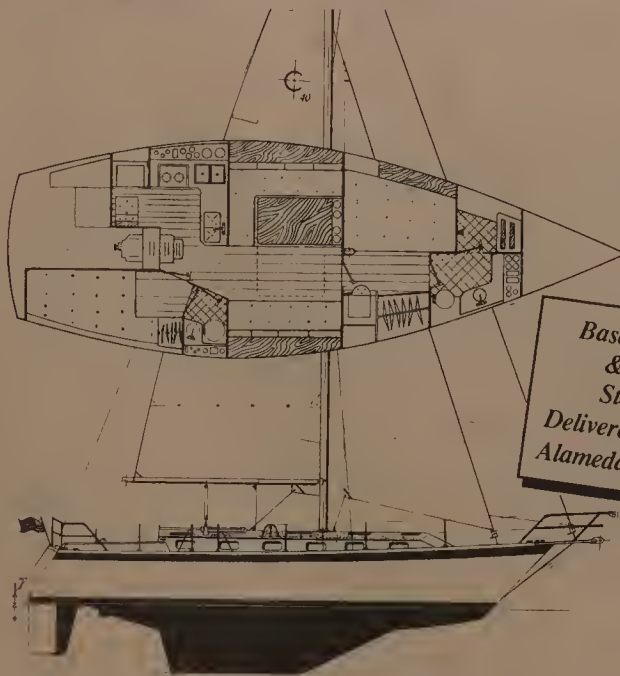
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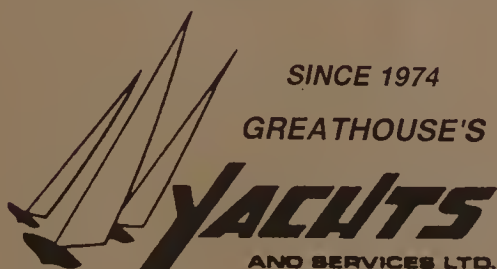
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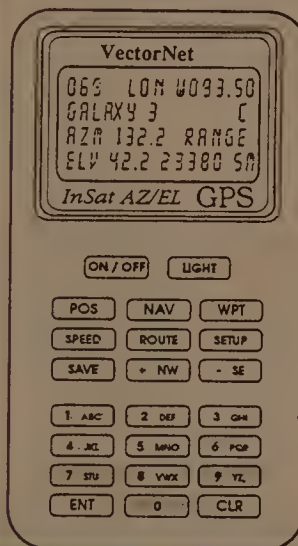
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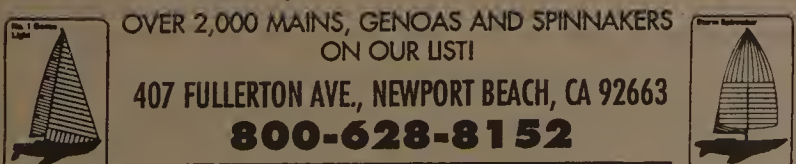
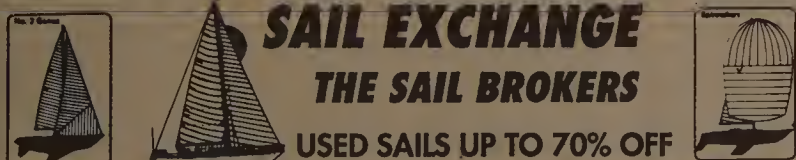
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CORINTHIAN YC MIDWINTERS —

ALL PHOTOS LATITUDE/JR



LAST ACTION HEROES

Corinthian YC race chairman Colin Gilboy might have taken a cue from ol' Long John Silver himself when he sent the mid-winters fleet into a howling 30-knot southerly on Saturday, February 20. "Thems that die will be the lucky ones," was how Long John put it.

Only about a third of the 124-boat fleet dared start the brutal slog to the cityfront and back — with most over early due to confusion both on the RC boat and among the competitors themselves. Some interesting deals were cut after the race, and ultimately two classes had to abandon Saturday's hard-earned results.

We salute anyone who completed the tough race — especially those who set spinners! But we also respect the choice that two-thirds of the fleet made not to race. "We

know our limits", "We were saving the sails", "Midwinter racing is supposed to be *fun*" were typical comments we heard the next day. These decisions received validation of sorts later — both the Santa Cruz and Encinal YCs canceled their concurrent series.

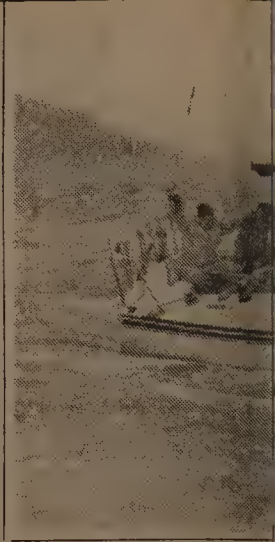
Amazingly, there was little carnage during the race. The only casualty of the day was the Bear *Bandersnatch*, which was driven on the rocks off Tiburon before the start. Ironically, the series finale Sunday was as pleasant as they come.

We'll let these pictures tell Saturday's story. Results of the weekend's two races, can be found in *The Racing Sheet*.

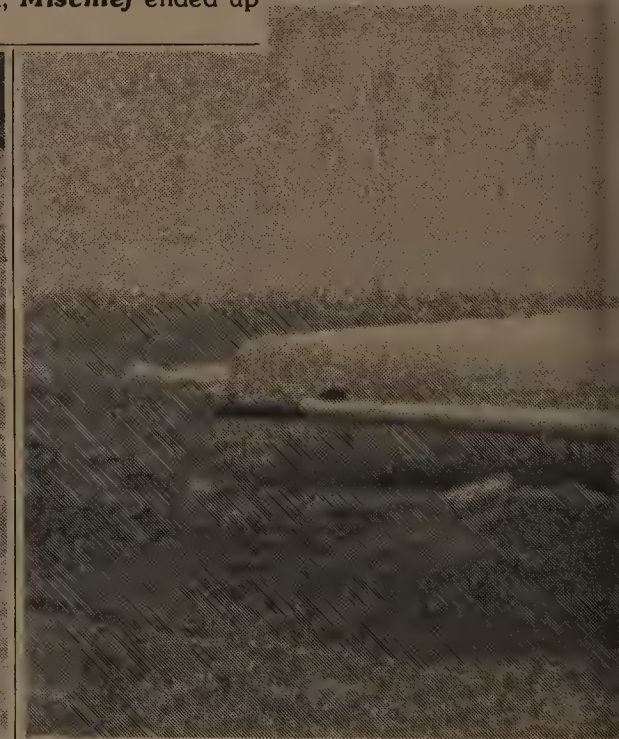
"Honest, officer, we didn't know it was loaded" — the Express 27 'Guneukitschek' (spread & insets) wiping out innocent bystanders.

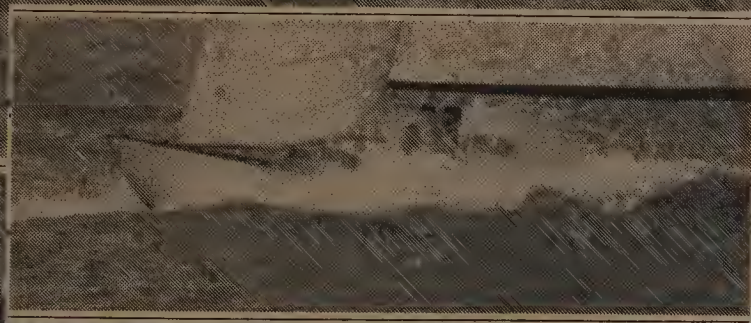
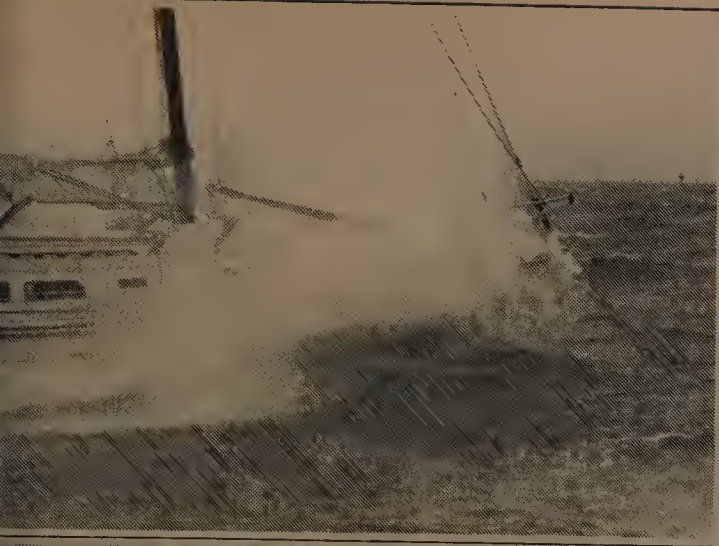


CORINTHIAN YC MIDWINTERS



CYC 'Survival Saturday' action, clockwise from above: the Moore 24 **Topper** cuts a rug; **Ruckus** blasting to windward; getting wired on the Soling **Pandemonium**; **National Biscuit** making waves on her way to a second place finish for the day; (inset) **Harem**, an IC, surfaces briefly to replenish her air supply; the new Antrim 30+ **Erin** looked scary fast; **Mischief** ended up second overall for the series.





WANDERING AROUND

0800: The Wanderer drags himself from his bunk and slips on a Speedo, the official garment of Z-town's La Ropa Beach. From the cockpit, he surveys Zihuatanejo Bay. It's sunny and warm without a cloud in the sky — just the way it's been since the middle of December and will be until the serious heat and rain arrive in June.

Off to starboard are Tim on Suzy on *Scallywag*, who revel in giving the Wanderer gas each morning on the net. Just ahead Bill and Heather are stirring in the cockpit of *22 Windward*. As sure as the ocean is wet, Bill will be mopping the moisture off the varnished toerails in a minute. To port are Bill and Renee and their dog Anchor aboard *Tan Tar A*. It's a good neighborhood.

0815: Having climbed to a perch on the bow pulpit, the Wanderer tosses himself into the water. It looks really cold but — *aaaaaahhhhhh* — it's about 85° and feels great! It's a delightful 150-yard breaststroke to La Ropa Beach, with a great view on the way. What particularly stands out among the dry hills that surround the bay is an attempted duplication of the Parthenon complete with gold plumbing. It was the brainstorm of a former Mexico City Police Chief who is now in jail for having been a little too aggressive in collecting *mordida*.

La Ropa is a perfect beach for walking or jogging. It's about a half mile long with smooth, firm sand. Although it's still early and the Wanderer is damp from the swim, he doesn't feel even the slightest chill.

0900: Having strolled the beach twice, the Wanderer chooses from among several *palapas* for his breakfast. It makes no difference which, as all have cheap and delicious food and a terrific view of the boats and Z-town across the bay. Halfway through the Wanderer's *Huevos Mexicanos*, a vendor arrives selling day-old copies of *U.S.A. Today*. No pinches please — if this is a dream, the Wanderer doesn't want to wake up.

1000: It's time for a final morning stroll along the beach. Having spent so much sedentary time at a computer and on the phone, the exercise is most agreeable. By now the sun is not just warm, it's roasting the Wanderer's skin. Time for a swim back to the boat.

1030: It's important to do something constructive every day. The Wanderer and crew check the fuel and find it's low. There's no fuel dock in Z-town, so we dink to the *muelle* and find Ilda sitting under her umbrella. She takes our order for 75 gallons. Her husband will deliver it to the *muelle* in jerry jugs late that afternoon.



1100: After chatting with Ilda, the Wanderer bumps into Steve and Robin of the Martinez-based Norseman 447 *Tivoli* and agrees to meet them on their boat. They're mortified, because spread across the salon cabin sole of their immaculate boat is a disassembled head! The Wanderer is unfazed.

The couple had been in Acapulco and accepted an invitation to participate in the yacht club's race. They didn't do well, but nonetheless Steve had been awarded a trophy by two Mexican babes who'd been poured into shimmering, skin-tight Pepsi mini-dresses. He has a picture to prove it, but guards it with his life.

But it was actually Robin who intrigued the Wanderer. A dedicated primary care physician for Kaiser in the South Bay, she'd had a terrible time convincing herself that such a six month adventure wouldn't be outrageously irresponsible to her patients and colleagues. In the end, it was her patients and colleagues who convinced her it was something she should do. Now she's thankful they were so persistent!

Probably the best thing that's happened to America in the last 30 years is women entering the work force. Think of all the talent that had gone untapped . . .

Noon: Z-town is unusual, because despite

the beautifully-shaped natural bay, it's a mostly undeveloped fishing village where you can still get a room next to the water for \$15/night. Yet just over the hill is Ixtapa, the Pacific coast's answer to Cancun. It's got a number of high rise hotels and every kind of whacko bar and restaurant you can imagine.

It's sort of like having Hanalei Bay just 10 minutes over the hill from Waikiki — only with tacos and tequila. And it works pretty well, because Ixtapa keeps the money pouring into the area without Z-town having had to forfeit her considerable charm. The Wanderer hopped the bus — just 30 cents — to Ixtapa, where he wanted to check out the marina.

1230: When finished, Marina Ixtapa will have about 600 berths. Many are already in place and about 25 cruisers are holed up there for various amounts of time. Marina Ixtapa's problem is that the breakwater was designed by a guy who didn't realize a ocean has waves, and thus the controlling depth is down to about six feet. Nicholas, the well-liked Harbormaster, assured the Wanderer that the channel will be dredged soon. Promises are cheap in Mexico, but the marina is owned by Grupo Sidek, a huge company that is making an unbelievable

Z-TOWN, Z-BEST



investment in marinas from San Diego to Costa Rica. The Wanderer thinks the channel will be dredged very soon.

Signs around the marina warn that swimming is prohibited because of the crocodiles. This is no joke, as there are about 30 crocs — some as long as six feet — that live in the nearby mangroves. About 1800 each day, one nicknamed Pancho comes down near the boats looking for food. Lefty is another who makes regular calls.

Work is still being done on the marina, some of it from in the water. When a man works in the water, another is stationed nearby with a stick to watch for crocs. His job is to whack crocs before they have a chance to bite the guy in the water. For this he gets paid about \$5 a day. The Wanderer sure hope the guy in the water gets paid more than that.

"How much would cost me to get my bottom cleaned here?" asked one cruiser.

"An arm and a leg," joked another. Crocodile humor is popular at Marina Ixtapa.

1300: It's a wonderful long walk along a magnificent beach from Marina Ixtapa to the hotels of Ixtapa. The surf is so big that red flags are flying, indicating that people shouldn't swim today. An old surfer, the

Wanderer can't figure out how the waves can be so big here, while it remains so calm in Z-bay.

1330: The Wanderer and Slim, his sidekick, do the Ixtapa hotel bar pool crawl from the Holiday Inn to the Sheraton. Most folks perched atop the pool bar stools are from Wisconsin, where it was 25° below the day before. They fly down on charter jets packed like sardines and get a the week in the hotel and airfare for \$499. The catch is food isn't included, and food in Ixtapa hotels is *muy* expensive!

1500: The Undynamic Duo — looking inordinately stupid because their shorts are dripping wet — catch the 30-cent bus back to Z-town. Everyone else on the bus is a dark-haired laborer who has been busting his butt in the blistering sun all day. These common laborers may not have much, but they're got 100 times the dignity of the people begging for change on the streets of San Francisco and Berkeley.

1600: Walking through the *barrio* behind Z-town, the Wanderer feels hunger pangs. There's a broken down cinder block building that sort of looks like a garage, but it's got oysters and squid on a counter in front, so it

must be a restaurant. Scallywag Tim freaked Slim out by telling him he got hepatitis from eating oysters. The Wanderer figures that even if it's true, he'll get a gamma globulin shot when he returns home — which, of course, he doesn't — and orders a dozen on the half shell for \$5. Damn, are they good! Slim orders fish soup.

If a health inspector, building code guy and electrician from America saw this place, they'd condemn it from 100 yards. As for Slim and the Wanderer, it was their favorite Z-town haunt.

The people who run this nutty little 'bistro' are an odd assortment of men and women of varying ages. All of them keep goosing one old guy, at which point he jumps up and everybody laughs uproariously. Again, they may not have much money in Mexico, but they know how to have a good time.

1700: We meander down to the *muelle* just in time to pick up — or try to — the jugs of fuel. Those suckers are heavy! Marcos, a skinny young Mexican who weighs about 80 pounds, makes fools of Slim and the Wanderer by lifting them into the dink all by himself.

Recognizing a couple of hapless *gringos* would couldn't siphon fuel if their lives depended on it, Ilda takes pity and sends Marcos along to assist *Dos Incompetentes*.

1745: Lucky there are no women around, because little Marcos embarrasses Slim and the Wanderer again by jerking the heavy fuel jugs onto the deck of the boat. Next he gives siphoning lessons in Spanish. Marcos places the hose in the jug, seals the top, and then blows into the jug rather than sucking on the hose. For extra help, the jug is simultaneously squeezed. Half a second later, fuel is flowing into the tank at the rate water flows out of Hoover Dam.

1830: Small groups of people begin to gather on or above La Ropa Beach for the approaching sunset. At one area of the Catalina Hotel, 63 women and two men gather to meditate on the setting sun. These two New Age males are the lounge lizards of the '90s, knowing that with such great odds and their heightened sensitivity, they'll 'get lucky' at least three nights out of four.

Real men, like Slim and the Wanderer, allow the women to mediate in peace and order themselves a couple of potent rum drinks. Nothing like a sundowner at sundown, is there?

1845: It's a spectacular sunset and there is scattered applause. The skies are so consistently clear around Z-town that great sunsets are the rule rather than the exception. Even so, it's a mesmerizing thing.

Z-TOWN — Z-BEST

1900: There's nothing like a sunset to make the Wanderer hungry. Fortunately, the restaurants on La Ropa Beach offer huge seafood cocktails for about \$6.

1930: The Wanderer dinks back to the boat while Slim swims. It really doesn't matter which, because even though the sun has gone down, the air and the water temperature remain about the same.

2000: After a quick on deck shower, Slim and the Wanderer hit town. In San Francisco after dark, the streets are mostly given over to criminals, bums, drug addicts and alcoholics. In Z-town, it's time for families and kids to come out for the paseo. In addition, from the *muelle* to the waterfront, young couples go courting in public.

It confounds the Wanderer how in a land of so little, the people can be so dignified, clean and happy, whereas in America's cities, which there is so much wealth, there is such ignominy, filth and misery. It's such a dramatic contrast that it's hard not to reflect on it.

There's a little magic in Z-town each evening. Right at sunset, about 500 birds

land on the exact same telephone wire. We missed tonight's arrival, but the birds are all there and will remain there until they fly off at sunrise.

2130: Slim and the Wanderer decide to quench their thirst with a *cerveza* or two. Perhaps maybe more, because suddenly we find ourselves in barber chairs getting the shear jobs of our lives. Nasty Americans, we whistle at all the pretty Mexican girls parading by. They laugh at the crazy old *gringos*. It's fun and only \$5.

2145: We bump into some of the crew from the San Francisco YC-based *Hasty Heart*. They explain that The Rodeo is the place with the girlie show. "I've gotten dates with dancers two nights in a row," brags one, "but I got stood up both times." The Wanderer is no prig, but a Mexican girlie show isn't up his particular alley. Besides, the show doesn't start until 2300, and in Z-town, the Wanderer is usually catching *Zzzzzzs* by then.

2200: Zipping back across Z-Bay to the boat, there are phosphorescent trails everywhere in water. The place is alive with fish, big ones too!

2210: We nonchalantly idle past 22 *Windward*, knowing full well this is about the time Bill fires up the espresso machine and Heather sets out the cookies. The Wanderer starts regaling them with some crazy story, and halfway through snags the invite. Cool! And tonight Bill's slipped an extra dollop of Kalua in the coffee!

We trade stories about the old days as well as all the new characters we've met. We laugh a lot.

2300: The Wanderer meanders back to the boat, chats a bit with rest of crew and hits the sack. It hasn't been a busy day, but it's been a good day. Maybe a little surfing tomorrow, maybe an afternoon sail or trip up to Isla Grande — or maybe just a day of relaxing on the beach. But who cares, with the sky full of stars and lights twinkling from the shore, it just feels great to be alive — and to be in Z-town.

— latitude 38

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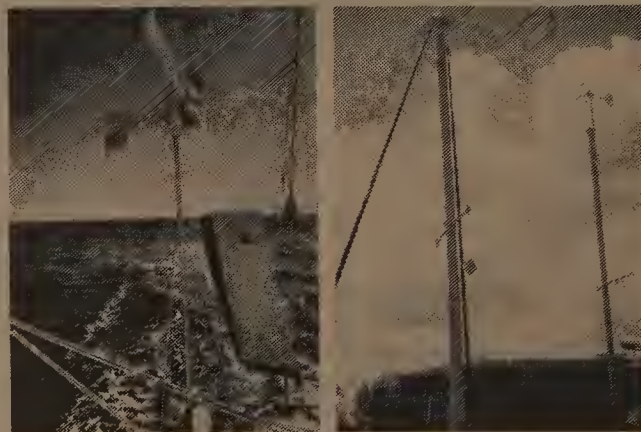
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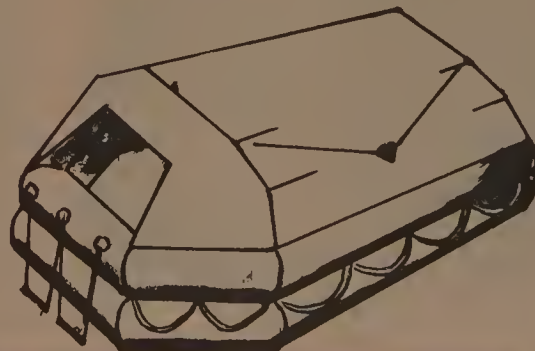
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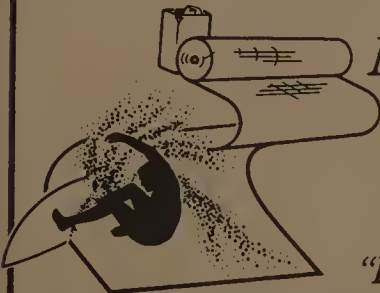
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CALIFORNIA FIFTIES:

The cleverly titled California 50s Riches to Rags Regatta — a 'media race' designed to introduce the new IMS 50-56 footer class to sailing journalists and their audiences — occurred inside Los Angeles Harbor on February 5. And guess what? *Latitude 38* won! We 'skippered' the Andrews 56 *Aldora* to a 2-minute, 15-second victory in an 8-boat fleet, and we even have a beautiful silver-plated champagne bucket in our office to prove it. Rockstars, eh? Silver sea gods, you're no doubt thinking.

Hardly. To be honest, we didn't contribute a lot to the winning effort — but as Woody Allen once said, "80% of success in life has to do with just showing up." And when we arrived at Los Angeles YC's spanking new clubhouse the morning of the race, race organizer Dave Dillehay — the godfather of the emerging class — insured that we'd have a triumphant day by assigning us to sail with him on his *Aldora*. We knew the boat already, having sailed on her during a victorious Cabo Race a few years back, and were quite happy to be back aboard.

But the competition looked formidable: our buddy Tom Leweck (*Sailing World*) drew *Chipango*, Evan McLean's slightly lighter sistership Andrews 56; Roger Tefft (*Waterfront*) was drafted by Neil Barth's slippery



What we won: *The David Poe Memorial Trophy for being first in the Riches to Rags Regatta. We're not worthy!*

Andrews 53 *Persuasion*; Bill McNeely (*Santana*) drew Kirk Wilson's SC 50 *Bay Wolf*; Sherry Walker (*The Log*) was assigned to Dan Nowlan's SC 50 *Bombay Blaster*; and Steve Grillon (*Performance Sailing*) was supposed to sail on Angelo Peykoff's new SC



52 *Two Dog Gone*, but ended up somehow on *Bombay Blaster* instead. Chuck Cook's Andrews 50 *Outta Bounds* and Phillip Latiolait's SC 50 *Ralphie* sailed without the benefit (?) of a nautical scribe.

The normal owner/driver rule was relaxed for this purposely low-key regatta: the media 'guest skipper' was supposedly in charge for the day and could drive, drink beer, take a nap or do whatever he pleased. King for a day, finally! Personally, we felt like winning the race, so it was pretty obvious how we should allocate our crew resources: Craig Fletcher, longtime driver of the Andrews 43

It's OK!, would steer; Huntington Beach North Sails loft manager Bill Menninger would call tactics and oversee sail trim (and rag on us for wearing a Sobstad cap that day!); and Steve Dodd, one of the best bowmen in the business, would run the pointy end. Owner Dillehay, exhausted after almost singlehandedly organizing the event, was happy just to sit on the rail with his wife Kathy and watch the 50s enjoy their first regatta together.

The rest of our 13-person crew gravitated towards various positions on the boat. With three other 50 owners along — John Carroll

RICHES TO RAGS REGATTA



Why we won (from left): Dillehay, Dodd, Fletcher and Menninger.



ALL PHOTOS LATITUDE/ROB

Who we beat: 'Chipango' (foreground) and 'Persuasion' finished close behind. The other boats had equally tight racing in the wayback machine.

(Choate 51 *Wolfpack*), Bob Shanner (SC 50 *Rompecabezas*) and Chuck Weghorn (Farr 52 *Zamazaan*) — and some of the regular *Aldora* crew aboard, there was certainly no lack of talent. As 'skipper', we stationed ourselves on the mainsheet, loaded our camera and waited for the start — feeling pretty confident that the deck was stacked in our favor.

That confidence was momentarily shaken when Fletch misjudged the line, and was over early along with *Two Dog Gone*. He quickly recovered, wheeling *Aldora* in a tight circle around the pin and starting on port behind a wall of starboard tackers. We got to the right side of the course quickly, found a favorable shift and tacked towards the windward mark, miraculously ahead of all but *Chipango*. They had the opportunity to paste us, but driver Evan McLean and tactician Neil Baker elected to carry on a few

more boatlengths. We laid the mark; they overstood — and we were in control for the rest of the day.

The course was an 8.78-mile triple windward/leeward, followed by a final long beat to the finish line near the LAYC clubhouse, where their Opening Day festivities were in full swing. In the light 6-8 southerly, *Aldora* led at every mark, followed several boat-lengths back by *Chipango* and *Persuasion*. These three newer Andrews designs quickly established themselves as a virtually level racing 'A' (silver) fleet, while everyone else was relegated to 'B' (golden oldies) fleet status. One lap into the race, it was painfully obvious that the biggest problem the California 50s will face is how to equalize these two groups.

Times were taken at each mark, to be analyzed later by a technical committee that includes designers Alan Andrews and Greg Stewart (Nelson/Marek) and North sailmaker Steve Reed. The actual times will be compared with the IMS handicap predicted times, with the expected result that the older boats will eventually be 'given' 12-15 seconds a mile. The 50s will sail their Spring Series (Ahmanson Cup, Ensenada Race, Yachting Cup) before any adjustments will be made — a potentially hateful three regattas for non-Andrews boats.

The top three boats were quite well-sailed, though at the final leeward mark, the undermanned *Persuasion* suffered an embarrassing moment when they hoisted a jib top instead of the expected light #1. "It was a classic blunder — someone just put it in the wrong bag," explained crewmember Alan Andrews.

Aldora powered away to get the gun, while several minutes back *Chipango* and *Persuasion* continued wrestling with each other right up to the finish. *Chipango* got the best of it, correcting out second by half a minute over third place *Persuasion*. (Dillehay's mantra — "Blue boats are faster!" — proved to be true, as both Andrews 56s are blue-hulled, while the rest of the fleet was white.) The other boats corrected out in this order: *Bay Wolf*, *Two Dog Gone*, *Outta Bounds*, *Bombay Blaster* and *Ralphie*. IMS performance curve scoring (implied wind strength method) was used to compute the results.

At the post-race awards ceremony, Dillehay presented the beautiful trophies for the Riches to Rags Regatta, which was subtitled the David Poe Memorial Race in honor of a recently fallen fellow sailing journalist. Poe, who co-founded *Santana* magazine seven years ago, was meant to be

RICHES TO RAGS

a guest skipper at this event, and his absence was the only bummer of the day. In addition to the trophies, Dillehay presented David's widow, Kitty James, with a \$1,200 check from the California 50s for the David O. Poe Memorial Fund, which was established to promote SoCal youth sailing.

The Riches to Rags event was a classy way to kick off the California 50s inaugural season, which consists of 11 races with three throwouts. The emphasis the first year is on Southern California buoy races. After the inevitable teething problems are sorted out, the class will begin taking a few road trips together (e.g., Mexican races, Big Boat Series, coastal races). There are now 17 paid-up boats in the Cal 50 fleet (and more suddenly interested), and the class appears to be a success before they've even started racing.

Fortuitously, we've been invited to keep crewing on *Aldora*, so we'll have a front row seat to watch the California 50s class grow. We figure the class has a bright future, and with the proper care and feeding, it could eventually rival the ULDB 70 Association in terms of clout, status and fabulous racing.

Oh, and about the champagne buc-



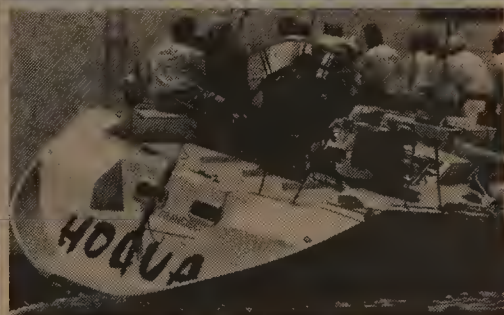
An Alan Andrews design showcase: 'Persuasion', 'Outta Bounds' and 'Chipango'. Moments later, 'Bounds' was flushed into the 'B' fleet.

ket. It's way too pretty to gather dust forever in some back corner of our office, so we've already proposed the following: if the 50s turn the Riches to Rags into an annual event, we'll put the trophy up as the perpetual. Not only would this be a nice way to honor the

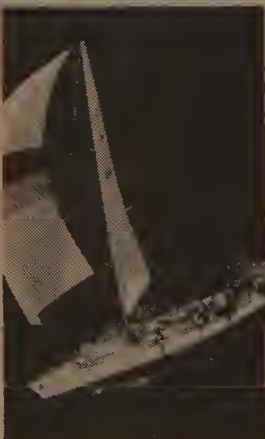
memory of David Poe, but it would guarantee future good times for ourselves and other West Coast sailing journalists — and hopefully even the larger sailing community in the process.

Naturally, we'll be there next year to defend 'our' title — and to test the "80% rule" and "blue boat theory" one more time. — **latitude/rkm**

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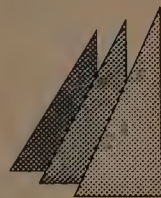
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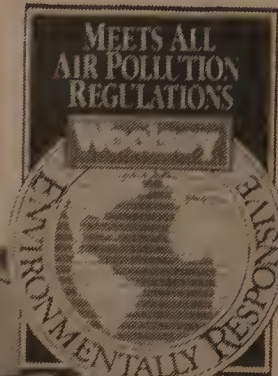
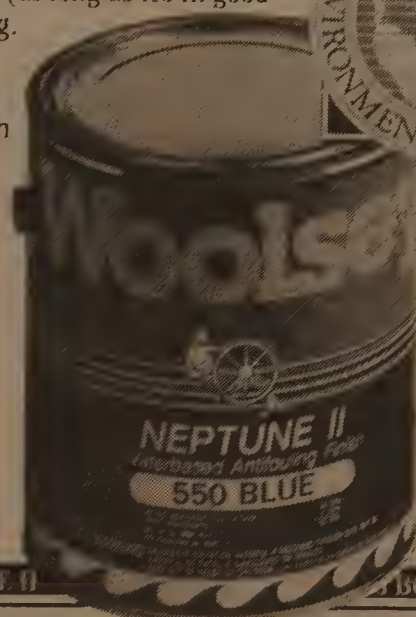
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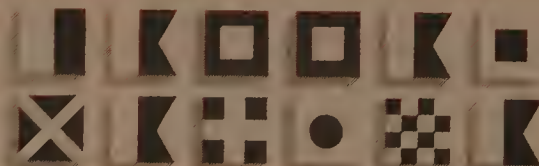
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SOUTH PACIFIC WEATHER,

Last month, author Jim Corenman ('Heart of Gold') introduced us to the curiosities of South Pacific weather. This month, he shows us how to apply this knowledge.

Weather Information Sources

In terms of getting weather information, looking out the window is of limited value. But like proper navigation or safe sex, it's something that everyone ought to do.

The problem is that the atmosphere in the tropics is never overly stable, and ugly towering clouds are usually just a sign of ugly towering clouds. Remember that the air on the north or east side of a disturbance will be warmer, and considerably more stable, than the approaching air mass, so the best indicator of bad weather to come is the presence of particularly nice weather, especially in the presence of a breeze that is backing (shifting north) and getting lighter. The "calm before the storm", as Mom used to say, but nice weather can also be a sign of nice weather, so don't be overly paranoid.

A barometer can be a help for certain kinds of disturbances. An approaching low-pressure trough, for example, will show up as a drop of a few millibars, along with a wind shift backing towards the north. The diurnal variation of the barometer must be accounted for, however, and the pressure will vary about three millibars twice daily, peaking at about 10 a.m. and 10 p.m., local time. A barometer is not helpful with respect to the Convergence Zone, however, as the CZ is not a pressure-driven phenomenon. A barometer will show no change (other than diurnal) while sailing across even a strong convergence.

A big problem that meteorologists have in the South Pacific is the scarcity of reliable data. There are islands everywhere, but relatively few have any sort of weather station, and few of the ships that transit the area are capable of observing and recording the weather. Satellite photos can help, as they indicate cloud height by temperature, which can be measured from the IR photos, and can help locate fronts and convergence

Meteorological Service in Nadi (pronounced "Nandi"), Fiji, and the New Zealand Meteorological Service in Wellington. Of these, the only office located in the Tropics is the one in Fiji. It's probably not a coincidence that they seem to do the best job; however, their maps and forecasts are also the hardest to get.

The French also do forecasts for the Societies, but they are useless for most of us, because the information is only broadcast in French. The beauty of fax charts are that they are independent of language, and even a text broadcast sent in Morse code can be translated with a little patience. Not so with a broadcast.

In terms of availability, you can get weather information and forecasts either in the form of charts or as written text. Charts are usually sent by weatherfax over the radio, but are sometimes coded as a sequence of numbers and sent by Morse code (CW). Written forecasts are either broadcast over SSB or sent by Morse code (CW) or teletype (SITOR).

The NWS fax charts from Washington and Florida are transmitted by the Coast Guard station NMC at Point Reyes, while the Honolulu fax charts are sent from KVM70 in Honolulu. The Tropical Analysis charts from NMC Point Reyes, broadcast twice daily on fax, are the best source of information regarding the ITCZ and conditions between North America and the Marquesas.

KVM70 Honolulu covers a much broader area of the South Pacific, but their charts are of limited utility because they don't usually show fronts or convergence zones, and seem more designed to show the 'Big Picture' — not very helpful when you are getting mauled by the details. Their Pacific Surface Analysis chart is hand drawn, and does show some features, while the Tropical Surface Analysis is computer-generated and harder to make sense of. Their 24 and 48-hour Surface Forecast charts are also computer-generated, and are useful for determining

The best indicator of bad weather to come is the presence of particularly nice weather.

zones.

Reliable weather forecasts are available for the South Pacific, but they are a little hard to find, and information on the activity and location of the SPCZ is a problem. The four offices that put together forecasts for the Pacific are the U.S. National Weather Service (NWS) Hurricane Center in Florida, the NWS office in Honolulu, the Fiji

general surface winds, but again, the absence of features (fronts and CZs) is a real limitation.

The New Zealand Met Office Surface Analysis and Forecast charts are broadcast by ZKLF in Auckland, and cover the South Pacific to 140°W, but don't provide much detail in the tropical areas. The isobar spacing is five millibars, pretty wide for the



tropics where there aren't many isobars, and they don't reliably detail fronts and convergence zones in tropical waters. They sometimes show tropical disturbances, and sometimes not, so you never can tell what the absence of features on the charts means, and they don't show the position of the SPCZ on a regular basis. Interestingly, they share data and maps with the Fiji Met Service, so they've got the data. The New Zealand maps do give a good representation of fronts and disturbances to the south, however, a big help for do-it-yourself forecasters.

As mentioned, the best source of weather in the western South Pacific is the charts and forecasts from the Fiji Met office in Nadi. They report the position and activity of the fronts and CZs, and draw their charts with an isobar spacing of two millibars. The catch is that their charts are not widely distributed, at



Spread, just another day in paradise. Inset, suited up for South Pacific weather observation.

least aside from the *Fiji Times*, but there are a lot of us that believe that the day-old Nadi chart in the newspaper is still better than any of the available fax charts. Getting the paper can be a problem when you're offshore or in the outer islands, however.

Arnold (ZK1DB) in Rarotonga (Cook Islands) and others get the Nadi charts by phone fax, but for us yachties the only way to get the data directly is to copy the coded map transmitted by ZKLF (New Zealand) in Morse Code at 0500 and 1800Z. It comes at 18 words a minute, but isn't as hard as it sounds as it is all numbers (only 10 codes to learn). You can also copy Morse with a computer if you have a laptop and the right sort of decoder.

You will also need a decoder sheet for the "IAC Fleet Code". These are included in the *Admiralty List of Radio Signals*, an otherwise bulky and mostly useless set of volumes, and are available from some Weather Service or Met offices. We used to copy and draw coded maps in the "old days" before we had a fax (we're talking '82 here), and thought that we had seen the last of them. Imagine our surprise when we got here and discovered that the best weather source in the South Pacific was a coded map, and on Morse, no less! Don't forget your secret decoder sheets!

The other reliable source for information on the SPCZ is Arnold's Weather Net, if you can get it. The problems are that voice is often hard to copy in general, Arnold speaks Kiwi (which is certainly easier than

French but still hard for a lot of Norte Americanos), and his signal is not very strong in most areas of the Pacific. Another unfortunate happenstance is that he comes on at the same time as the warm-up session of the Pacific Maritime Net, a popular ham net only 5 kHz away. It's quite common for someone in a busy anchorage to check into the net, wiping out Arnold's forecast for the immediate vicinity. Unfortunate, but that's life.

This past season the coded map was copied and deciphered every day by Peter and "the lovely Christina" on *Wild Spirit*, who pass along the weather each morning on the "Comedy Net", an informal 40 meter Ham Net that got started in French Polynesia. This was a great service, and hopefully will continue next year.

Most South Pacific weather comes across Australia, and copying the surface charts from Melbourne (AXM) can be a help, especially for planning a crossing to New Zealand. They transmit surface analysis charts four times daily, plus prognosis (prog) charts, and an especially nice prog chart at 00Z that overlays the high-level contours to provide a sense of relative motion.

Voice or text broadcasts can also be useful, and often contain interpretations not contained on the fax charts, but they are harder to find. The Nadi Met office is the source for a text forecast broadcast on Morse code by ZKLF from Auckland at 0920Z and 2120Z (as well as the coded maps mentioned above). NMO Honolulu broadcasts voice and SITOR (telex) forecasts, which give the position of the ITCZ, but little else of value. There are no other SITOR broadcasts in the South Pacific, but Fiji and New Zealand do broadcast weather on SSB (voice).

Some computer-type fax decoders can also 'read' Morse code and SITOR, but some have trouble with Morse. As an aside, KMI transmits their traffic list continuously on SITOR on 8429.3 and 12627.8 kHz (as well as others — copy long enough and you'll get all the frequencies). It's an easy way to check for messages.

What we would recommend is to use NMC's Tropical Analysis and KVM70's Pacific Surface Analysis charts to get you to the Marquesas, continue to watch the KVM70 charts as far as, say, the Cooks or maybe Tonga, and start watching the ZKLF charts for the Southwest Pacific when you can copy them (maybe in the Societies). Decoding at least the part of the Nadi chart that deals with fronts and the SPCZ will also be important if you want to avoid tangling with that little hummer.

Sailing Strategies

So the weather reports will tell us

ALL PHOTOS LATITUDE/RICHARD

SOUTH PACIFIC WEATHER,

Selected Weather Fax Charts

Station	Frequencies ¹	Product	Time (UTC)
NMC (Pt. Reyes)	4346	Surface Analysis ²	0526, 1730, 2345
	8682		
	12730	Tropical Analysis	1719, 2334
	17151.2	500 mb Analysis	2056
	22528.9	Schedule	2019
KVM70 (Honolulu)	9982.5	Pacific Surface Analysis ³	0017, 0617, 1217, 1817
	11090		
	16135	Tropical Surface Analysis ⁴	0041, 0641, 1241, 1841
	23331.5	24 hr Surface Forecast ⁴	1306
		48 hr Surface Forecast ⁴	1328
ZKLF (New Zealand)	5807	Surface Analysis (S.W. Pacific)	0315, 1515
	9459	Surface Prog (S.W. Pacific)	1600, 2345
	13550.5	500mb Prog (wind field & temp)	0745, 2045
	16340.1	Surface Analysis (waters around NZ)	0300, 0800, 1500, 2000
		Schedule	0445, 1645
AXM (Melbourne)	5100	Surface prog plus hi-level flow	0000
	11030	Surface Analysis	0215, 0815, 1430, 2015
	13920		
	20469	Schedule, Frequencies	0115, 0130

Selected Text or Voice Weather Broadcasts

Station	Frequencies ⁵	Product	Time (UTC)
ZKLF (CW) (New Zealand)	5806.6	Tropical Analysis (CW IAC coded map) ⁶	0500, 1800
	9458.6		
	13550.1	Tropical Situation and F'cast (CW text) ⁶	0920, 2120
	16339.7		
NMO (SITOR) Honolulu	8414.8 ⁷	Pacific Weather and Forecast (ITCZ and significant weather ⁸ only for the tropics)	0430, 0730, 1230, 2030
	12577.3		
	22374.3		
NMO (SSB) Honolulu	6501 ⁹	Same as above	0545, 1145, 1745, 2345
	8764		
	13089		
Arnold, ZK1DB (Ham SSB)	14318	South Pacific Weather Net	0400

¹ Assigned frequency shown in kHz (appropriate for most integrated fax printers). For an independent receiver subtract 1.9 kHz for the carrier frequency. Frequencies should be considered approximate, and may need to be adjusted a few tenths depending on equipment.

² Northern Pacific to 30°N; Marginally useful for the tropics north of the ITCZ.

³ Hand-drawn, shows major fronts only, sent a few minutes later than times shown.

⁴ Computer-generated, no fronts shown, sent a few minutes later than times shown.

⁵ Frequencies are nominal, and will vary a few tenths depending on the receiver type.

⁶ Originates from the Fiji Met Office in Nadi, and transmitted by ZKLF at 18 wpm.

⁷ Nominal frequency, typically tuned 0.5 kHz lower.

⁸ Remember that 'Significant Weather' in the tropics means things like hurricanes, at least in the minds of most meteorologists.

⁹ Times and frequencies as published, but not verified.

generally where the SPCZ is, and roughly how active it is. We also know that troughs and their associated fronts don't dissipate quickly in the tropics, and we need to remember that they are there, even after the weather service stops drawing them on the charts. Can we avoid the bad weather? Maybe, if we're willing to be a little flexible.

The key is to avoid being in the wrong place at the wrong time, specifically in the vicinity of the convergence zone when a new load of cool air comes rolling in. If the CZ is in the neighborhood, and looks like it will stay, then don't hang around waiting for

something really bad to happen. Go elsewhere. Time your passages for a period of minimum activity, then put some miles between yourself and The Beast.

If you're going to hang out in CZ territory, then a protected anchorage is important, especially protection from the south. Remember that a northerly shift is common as a disturbance approaches, and don't be quick to abandon an anchorage protected from the south just because it is a little exposed to the north. Finding a good anchorage in the Tuamotus can be a problem, because of the shape of the atolls, and

because the group lies near the usual haunt of the SPCZ.

An anchorage off a motu that offers good protection in an Easterly will not be so attractive if the wind goes south, and most of the atolls are big enough to offer plenty of fetch to develop a nasty swell. You won't see the three-or-four meter ocean swells you would outside, to be sure, but a meter of steep chop is more than enough to wreck your ground tackle, especially when the chain is hooked up short under a coral head with a reef at your back.

If you think there is potential for a disturbance, try to choose an anchorage protected from the southwest through the southeast, even if it's a little uncomfortable in a light Northeasterly. The potential for strong Southerlies is a lot higher than for a strong North-anything. Remember that a disturbance will be heralded by a strong wind from a new direction, which will almost invariably wrap the anchor chain around a coral head before it pulls tight and off the bottom. This will leave you well-secured, but with a very short scope. The best thing to do, rather than trying to unwrap it in a blow, is simply let out more chain and rig a nylon snubber to take the shock loads, or maybe one of those rubber dock-line snubbers. If you wind up with the reef at your back, con-sider going elsewhere if there is enough daylight left to navigate the coral. Sometimes going out through the pass and waiting it out on the outside (in the lee of the atoll) is the best answer.

If you get caught by a trough or a strong convergence offshore, you've got to sail away from it, and not heave to and wait for it to move away from you. Remember that The Beast can be deceptively slow-moving in spite of its general boisterousness, and if you choose to wait, you might wait a very long time. Running off is equally useless, because the converging nature of the winds will send you right down the axis of the convergence. Worse, by staying with the convergence, you are almost guaranteed to get pasted by one of the Truly Nasty Cells that get imbedded in the unstable tropical air.

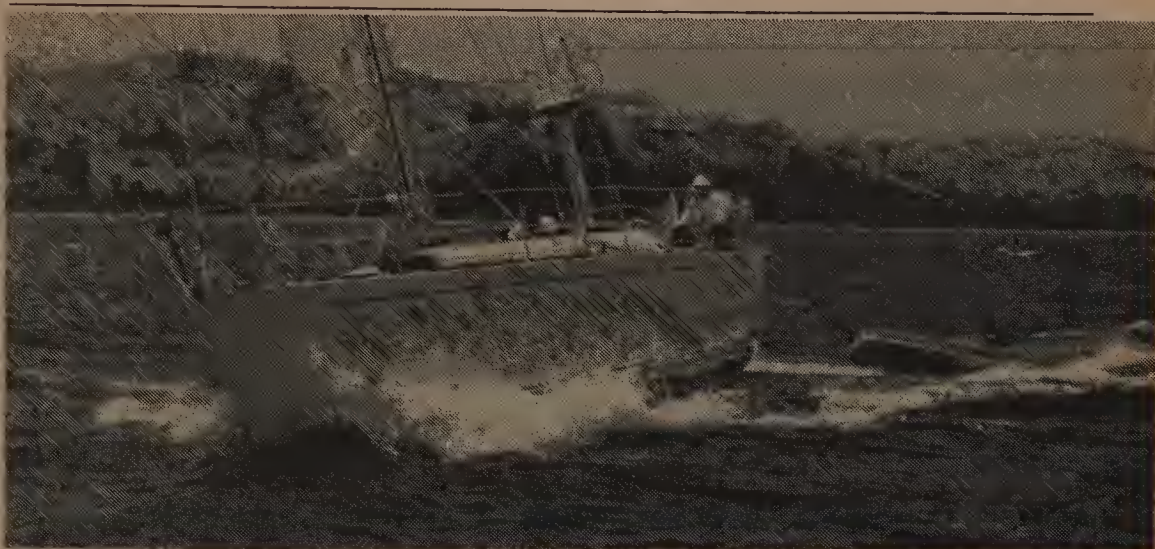
The only sailing strategy that makes sense is to put as many miles as you can between yourself and the convergence, and that generally requires making good distance to the south. Sailing above a beam reach is usually required to make good any distance from the convergence, and the higher you can sail, the faster life will get better, although it will be a little sloppy in the

meantime. A boat with too much windage and too little keel for her load will have a very hard time making much progress to windward, but there's no other way, so give it your best shot.

The Bottom Line

So, on the whole, just how goofy was the South Pacific Weather? That's a tough question to answer, because it depends a lot on individual expectations. Most of the time it was lovely, classic tropical weather. In the vicinity of the convergence zone, however, it was unsettled, and periodically rained quite a bit, sometimes for days, which everyone got a little tired of. The occasions when it got downright boisterous were more rare, but everyone got caught out in it at least once. In only a few cases did anybody have problems, as most boats are well-equipped to deal with heavy weather.

Was this a normal year weatherwise? Probably not, but what's normal anymore? The weather gurus say that we are still in an El Niño pattern, albeit a weak one, for



The Schumacher 50 'Heart of Gold', Sue and Jim Corenman's research platform.

something like the third year running. The occurrence of an El Niño doesn't alter the basic weather mechanisms of the South Pacific, but any change in sea temperature will have an effect, good or bad, on the general activity level of the tropics.

Would we sail the South Pacific again? Yes, absolutely. We had done a

careful job of preparing the boat, without really knowing why, other than it is the right thing to do. We now know why, and wouldn't do anything different, other than plan to be a little more flexible with respect to places and schedules. It's been such an incredible experience, being among relatively isolated places and cultures so different from our own, that a few hassles with the weather seem minor by comparison. Those who would venture unprepared, however, would likely find more than hassles.

— jim corenman

Custom Designs

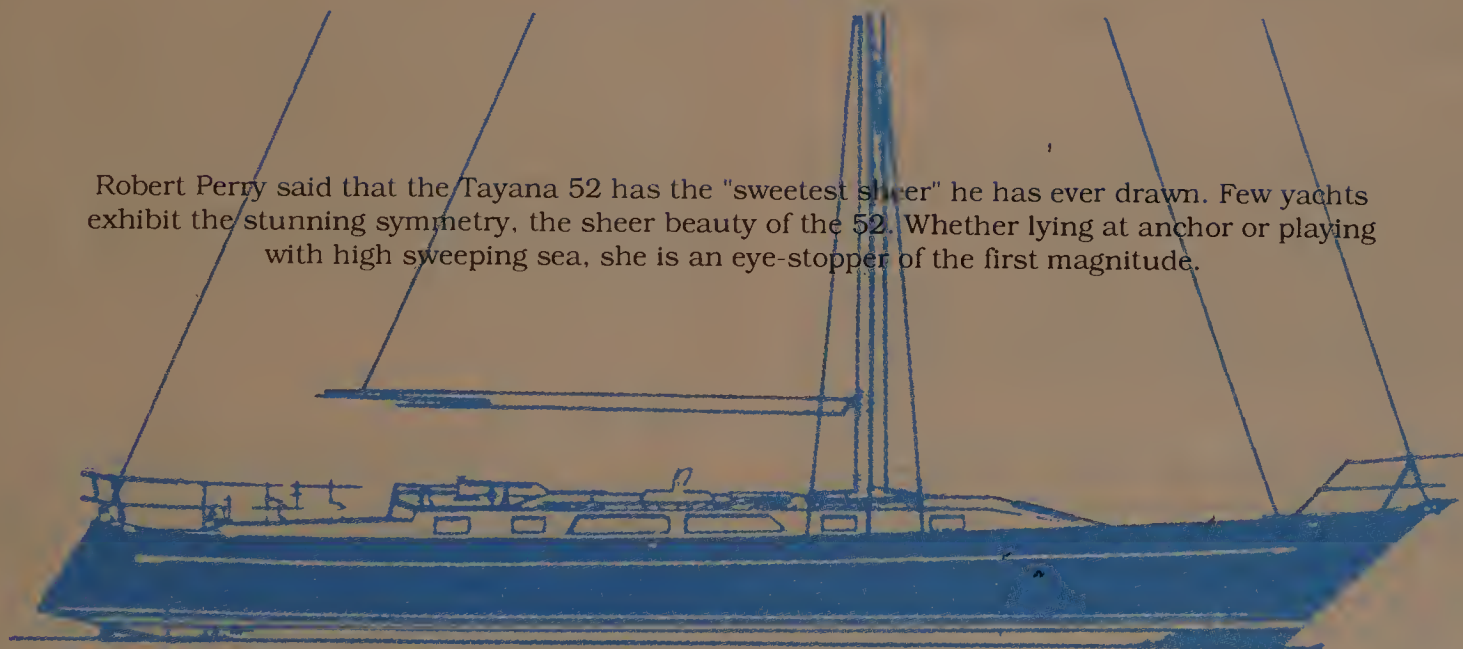
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1994 RACING

How serious are the racers who take part in our yearly Crew List? Consider the following note tucked in with a form we got this year.

"Okay, this is my last envelope. Do I send in my tax refund or get on *Latitude*'s Racing Crew List?"

How's *that* for commitment?!

This is, oh, the eighth or tenth or twelfth time we've run the Racing Crew List, but who's counting? Each year it's grown in both quantity and, we think, quality. In these columns of names and numbers

IMPORTANT NOTICE: The *Latitude* 38 Crew List Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any guarantee, warranty or recom-

or Hawaii in the next few months.

Now pull a virgin question sheet off your pile and call the first red-checked number. While it's ringing, write the person's name and



before you, you'll find both owners and crew of all ages, skill levels and experience. We think it's safe to say by using the list, you can race in virtually any class, any race and any size boat that's going to be out there this summer.

Hey, we're a full service magazine. Can we get that windshield and check your oil, too?

Longtime Crew Listers will doubtless be burning up the phone lines by the time the rest of you get this far. They know the program, and they know that the sooner you start networking the Crew List, the better it's going to work for you.

Here's a quick user's guide for you tenderfeet.

First of all, you don't have to be listed on these pages to use the Crew List. All any user has to do is read and acknowledge the 'warning label' in that gray strip at the top of the page. The Crew List won't hurt your lungs or complicate pregnancy, but it's not for everybody.

Next, write out a list of questions for your prospective crew or skipper, leaving space under each to scribble answers. Applicable queries for both parties might include how much non-race activity is required (upkeep, repairs, haulout, etc.), responsibility for lunches, practice days, specialty races and so on. Leaving room at the top for a name and phone number, double-space your written questions. Then run off a dozen copies or so.

Once past that hurdle, simply find the column listing(s) that best suits your particular situation and uncap your red pen. Go down the listing, making check marks beside all the listings that come closest to what you're looking for, be it a navigator with lots of ocean experience, or a new sport boat looking for only moderately experienced rail meat. And speaking of the ocean, don't you crew wannabe's forget to check out the ocean racing possibilities in the 'Boats Looking For Crew' columns. There's still plenty of time to sign on for Mexico

Just do it.

number at the top of your sheet. When he or she answers, introduce yourself and start networking. When you're done with one sheet (and your contact has asked all his or her questions), take out the next sheet and make the next call. Ideally, you'd then go over your completed questionnaires and pick the one you like best. In reality, some Crew Listees have told us they're 'sold' by the first or second call. Whatever works for you.

If the phone rings while you're still in the preparation stage, it probably means your name appears somewhere on these pages and prospective crew or skippers are already calling you. That's one of the advantages of having sent in a Crew List form — your chances of hooking up with someone for a racing season are twice as good as the fellow who's just tuning in.

Another advantage to having your name listed here is that you get in free to the Crew List parties. Actually, these have always been more like friendly, low-key get-togethers than parties — for a very good reason: we don't want anyone to feel intimidated about coming to one. So even if you score a boat or crew on your first few calls, plan to come by one of our two parties anyway. The first will be Tuesday, April 5 at the Encinal YC in Alameda. The second, Thursday, April 7 at the Corinthian YC in Tiburon. Both parties run from 6 to 9 p.m., will include no-host bars, a limited amount of munchies, random T-shirt/hat giveaways (keep your ticket stub) and all that stuff.

Most important, however, there will be a whole bunch of people at the party who have not yet firmed up crew or boats. We assign different color name tags to everyone so you can instantly spot a boat owner or crew. The Crew List parties also make excellent 'neutral ground' for people who have made arrangements over the phone to

mentation as to the character of anyone participating in the Crew List, or the conditions of any boats or equipment. You must judge those things for yourself.

first meet each other. Whatever your situation, all Crew Listers are welcome to attend. If your name is not listed here, you're still welcome, but you have to pay \$5 to get in.

Now for a medley of our greatest tips:

- Make your calls during 'regular business hours' for most normal human adults — no earlier than 8 a.m. and no later than 10 p.m.
- Be honest. In sailing, if you don't know what you're talking about, someone who does can recognize it instantly.
- Be realistic about the commitment. If you sign on for a whole season, you're going to have to show up on time and in working order upwards of 20 weekends this summer. We're pretty sure the fellow whose note opened this article would be a very dependable crew, as he obviously puts racing in its proper perspective — it's more important than money, job and likely any semblance of a family life. We'd give you his name, but we already signed him on as our bowman. Sorry, executive privilege.
- Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as for the strength and exuberance of youth. Give everybody a chance.
- If you're a man, for pete's sake, don't be a jerk to any of the women on the Crew List. Don't go telling them stupid things like "sex is required" (an actual quote) to crew on a boat. On the other side of the coin, we've seen some of you ladies come to the Crew Parties dressed to kill a lot more than the sailing competition this coming summer. Everybody save the hormone thing for another time and place. . . please?

Well, that's about it for our part, except to wish you luck. Oh, and one more thing: *.38 Special*, our photo boat, has finally been resurrected from the dead and we're going to be out on the Bay in force this summer. A wave and smile offer the best chance of seeing your photo in the magazine. (Although if you're a mile out ahead of everyone else or going over 25 knots, you can flip us off and look surly. We'll take your picture anyway.) So flash those pearly whites and flail away when we go by — even if we cross right in front and get you with a big, wet wake!

— latitude/jr

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

GK Smith, 55, (916) 654-6276 wants 1/prefers 1,2/exp 1/will 1.
Derek Steere, 30, (415) 712-8860 wants 1,2/prefers 1,2,5/exp 1,2a/will 1,2,3.
John Ludeman, 44, (408) 879-9818, (408) 879-9818 wants 1,2,3,4,5,6/prefers 1,2/exp 4e,f=10/will 1,2,3,4,5,6.
George Kniga, 48, (415) 292-4166 wants 1/prefers 1,2/exp 3b,c.
Mark Lortie, 31, (619) 459-3329, (619) 552-8585 ext 3473, San Diego wants 4,5,6/prefers 2,5/exp 2b,c/will 1,2,3,6.
Richard Van Artsdalen, 30, (415) 991-8485, pager (916) 878-7734, Sloop wants 1,2/prefers 2/exp 2a/will 1,3,6.

Mark Feinholz, 30, (510) 547-8966 wants 1/prefers 1,2/exp 2,3c,e/will 1,3,5.
Keith Brilhart, 35, (415) 345-1066 wants 1,2,3/prefers 1,2/exp 3b/will 1,3,5,6.
Chris Coenen, 29, (408) 476-9451 wants 1,2,5/prefers 2/exp 3b,c,d/will 1,5,6.
Sean Farrell, 26, (415) 928-2064 wants 1,3/prefers 2,3=one design/exp 4c,e/will 1,2,3,4,5,6.
Nick Ratto, 26, (510) 428-2824 wants 1/exp 2b/will 3,6.
Randy Lakos, 47, (408) 475-4543 wants 1,2,3,5/prefers 1,3=ULDB,5/exp 4,f/will 2,3,4,5.
Chris P. Giles, 41, (707) 923-9299 wants 1,4,5,6/prefers 2,5/exp 2a/will 1,2,3,6.
Mike Della Barba, 27, (415) 421-2064 wants 1,3,5,6/prefers 1,2/exp 3c,e/will 1,3,4,5,6.
Pablo Marquez, 33, (510) 736-0774, pager (510) 806-2905 wants 3,4,5/prefers 2/exp 3d/will 1,3,5,6.
Ian Jones, 23, (408) 475-6571, (408) 475-9627 wants 1,2,3,4,5,6/prefers 3=ULDB,5/exp 2a,b/will 1,2,3,6.
Chris Paulsen, 42, (707) 762-9265 wants 3,4,5,6/prefers 2/exp 3b/will 1,6.
Kevin Gorey, 39, (415) 321-6040 wants 1,3/prefers 1,2/exp 3.
Mark Van Der Straeten, 42, (510) 865-9167, P.O. Box 1624, Alameda, CA 94501 wants 1,3/prefers 2/exp 3d/will 1,3,4,5,6.
Jerry Carlton, 40s, (510) 649-8986, pager (415) 708-6879 wants 1,2,3,4,5,6/prefers 2,3=wooden-classics/exp 2b/will 1,2,5,6.
Robert Rich, 26, (510) 527-9870 wants 1,3/prefers 1,2,4/exp 2d/will 1,2,6.
Paul Berger, 41, (408) 371-2489 wants 1,3,4/prefers 1/exp 3d,e/will 1,4,5,6.
Neal Daskal, 39, (510) 268-4007 wants 1,2,3,5/prefers 2/exp 3c,e/will 1.
Michael T. Coholan, 34, (415) 956-6555 wants 1,2,3,5/prefers 1,2/exp 3d,e/will 1,2,3,5,6.
Randy R. Voss, 34, (916) 920-3188 wants 1,3/prefers 2/exp 2a/will 2,3,6.
Dick, 50, (916) 391-2053 wants 1,6/prefers 2/exp 2b/will 1,2.
Otis Phelps, 65, (415) 826-5726, (415) 824-0188, lv msg ... wants 1,2,3,5,6/exp 1b.
Ken Gracey, 24, (415) 381-8218 wants 1,3/prefers 4,5/exp 3a,b/will 1,2,4,5,6.
Tom Medwick, 50, (510) 735-3315 wants 1,2,3,4,5,6/prefers 1,2/exp 1b/will 1,2,3.
Paul Kitts, 36, (415) 988-0322, (415) 424-8222 x415 (voice mail) wants 1/prefers 1,2,4/exp 2a/will 1.
David Demarest, 42, (415) 485-0789 wants 5/prefers 2/exp 3f/will 6.
Gregg L., 44, (510) 256-9535 wants 1,2/prefers 1,2/exp 2,3b/will 1,3,6.
Samuel Halsey, 30, H: (415) 776-8379, (415) 693-6881 wants 1,2,3,4,6/prefers 2,3=J-Boat/exp 3d/will 2,3,5,6.
Martin J. Cunningham, 40, (408) 973-8075 wants 1/prefers 3=one design (only)/exp 4f/will 3,5,6.
Larry Sharpless, 47, (503) 867-3762 wants 4,6/prefers 2/exp 4e,f/will 1,2,3,5,6.
Len Tiemann, 57, (510) 792-1539 wants 1,3/prefers 2/exp 4f/will 4,6.
Marvin Burke, 52, (415) 892-7793 wants 1,3,4,5,6/prefers 1,2/exp 4f/will 1,2,3,4,5,6.
Jeff Mogul, 36, (415) 327-9345, Days (415) 617-3304 wants 1/prefers 1,2/exp 2d/will 1.
Timothy Dore, 26, (415) 497-0867, E-mail: Dore @ Bogart, Stanford, EDU wants 1,2/prefers 1,2/exp 3c/will 1,3,5,6.
David McDougal, 39, (415) 368-8544 wants 1,3,4/prefers 2,4/exp 2a,b/will 1,3.
Rick Hughes, 37, (415) 923-0651, Days: (415) 362-0142 wants 1,2/prefers 2/exp 2b/will 3,6.
D.B. Campbell, 35, (707) 422-4133 wants 1,3,4/prefers 2,3=any Farr design/exp 2b/will 1,2,3,6.
Peter Jermyn, 44, (707) 822-0951 wants 4/exp 3c,e/will 1,2,3.
Kevan Garrett, 32, (510) 835-9049, pager (415) 280-5124 wants 1,3/prefers 1,2,5/exp 2b/will 1,2,6.
Kevin P. Kienast, 30, (415) 364-9730 wants 1,2,3,4,5/prefers 1,2,3=one design, Melges/exp 3+,d/will 1,2,3,5,6.
Tom Deuel, 39, (510) 534-9786 wants 4,5/prefers 1,2/exp e,f/will 1,2,5,6.
David Kipping, 39, (408) 335-2318 wants 3,4/prefers 2/exp 4e,f/will 2,3,4,6.
Joe Herries, 30, (707) 763-4863, lv msg wants 1/prefers 1,2,3,4,5/exp 2a,b/will 1,2,3,6.
Stephen Thompson, 43, (213) 662-8823 wants 3,5/prefers 2/exp 3d,e/will 5,6.
Rick Mills, 38, (408) 376-3760 wants 1,2,3,5/prefers 1,2/exp 4f/will 1,3,4,5,6.
Ron Entrikey, 24, (415) 563-6921 wants 3,4,5/prefers 2/exp 3d,e/will 1,2,3,6.
Peter Pillsbury, 33, (408) 457-8407 wants 2/prefers 1,2/exp 3b/will 1,2,6.
Ken Allison, 40, (415) 578-1318 wants 1,3,4,5,6/prefers 1,2/exp 3d,e/will 1,3,4,5,6.
Art Urbln, 39, (408) 985-2107 wants 4,5/prefers 2/exp 4d,e/will 1,4,5,6.
John Broadhead, 26, (510) 283-6558 wants 1,3/prefers 2/exp 3d,e/will 1,6.
Ron Gazzano, 54, (510) 254-1507 wants 1,4/prefers 2/exp 3f/will 1,2.
Neil Lowin, 31, (415) 550-8523 wants 1/exp 3d/will 1,2,3,5,6.
Tom Oberski, 38, H: (415) 989-6956, W: (415) 565-4500 wants 1,3,4,5,6/prefers 2/exp 3d/will 1,2,3,4,5,6.
Mark Sutton, 39, (415) 349-5590 wants 1,3,4,5/prefers 1,2/exp 4f/will 1,2,3,4,5,6.
Mike Jackson, 44, (415) 472-1335 wants 1,2,3,5/exp 3c/will 1,5,6.
Michael Passovoy, 53, (916) 343-2667 wants 1/prefers 1,2,5/exp 2b/will 1.
Walt Long, 36, (415) 367-6209 wants 1/prefers 1,2/exp 3a,e/will 1,6.
Robert P. Daley, 37, (415) 345-3995 or (415) 467-3140 wants 1,3/prefers 2/exp 4c,d/will 1,3,5.

1994 RACING

Peter McNally, 24, (415) 292-3672 wants 1/prefers 2/exp 3b/will 1,3,6.
Steve Carr, 48, (415) 494-7500 wants 1/prefers 2/exp 3b/will 2,4.
Chris Larson, 34, W: (209) 983-0322, H: (209) 477-4288 wants 1,5/prefers 1,3=J/22, 470, 420, C-Scows/exp 3c/will 1,6.
Steve Callahan, 40, D: (415) 897-5265, (415) 545-6050 wants 1/prefers 1,2,5/exp 1b/will 1,2,3.
Scott Granger, 28, (415) 492-4035 wants 1/prefers 1,2/exp 3c/will 3,5.
Greg Watkins, 27, (415) 826-1100 wants 1/prefers 1,2/exp 2d/will 1,6.
Jim Merrington, 39, (415) 431-0257 wants 1,2,3/prefers 2/exp 4c,f-inquire/will 2,4,5,6.
Kevin P. Laird, 26, (415) 749-1788 wants 1,2,3/prefers 1,2/exp 3b/will 1.
Bob McPeck, 51, (408) 867-5081 wants 4/prefers 1,2/exp 4f/will 1,2,3,4.
John D. Sliwka, 24, (510) 229-2227 wants 1,3/prefers 2/exp 3b/will 1.
Wayne Erwin, 50, (510) 651-6767 wants 1,3,5,6/prefers 2/exp 3d/will 1,2,6.
Andrew Mould, 33, (415) 292-4457 wants 1,3,5/prefers 1,2/exp 2b,e/will 1,2,3,4,5,6.
Doug Fraser, 34, (415) 931-7619 wants 1/prefers 2/exp 1b/will 1,2.
Tom Kulczycki, 41, H: (415) 673-8697, W: (510) 490-6400 wants 1,3/prefers 1,2/exp 2-inquire/will 1,6.
Neil A. McManus, 43, (808) 523-8183, P.O. Box 715, Hanalei, HI 96714 wants 3/prefers 2,5/exp 3b,c/will 1,2,3,4,5,6.
Jim Weiss, 25, (916) 454-2537 wants 1/prefers 1,2/exp 2b/will 3,6.
Scott Smith, 33, (510) 814-8245 wants 2,3,4/prefers 2/exp 3b/will 1,4,6.
Ron Shuman, 49, (408) 475-8623 wants 2/prefers 1,2/exp 1b/will 1,3,6.
Peter Rowell, 44, (707) 538-8362 wants 1,3/prefers 1,2,5/exp 2b,c/will 1,2,3.
Randy Leber, 35, (510) 865-6872 wants 1/prefers 1,2/exp 3b/will 6.
Dave Travis, 27, (916) 973-8308 wants 1/prefers 1,2,4,5/exp 3b/will 1,6.
Tom Mager, 38, W: (408) 974-4662, H: (408) 779-0990 wants 1,2,3,5/prefers 1,2,4,5/exp 3b/will 1,2,3,6.

"TO CREW" CODE

I/WE WANT TO RACE

- | | |
|------------------------|-------------------------|
| 1) San Francisco Bay | 4) 1994 Pacific Cup |
| 2) Monterey/Santa Cruz | 5) Coastal Race (July) |
| 3) Ocean Races | 6) to Mexico (November) |

I/WE PREFER

- | | |
|-----------------------------|---------------|
| 1) Boats under 30 feet | 4) Dinghies |
| 2) Boats over 30 feet | 5) Multihulls |
| 3) Specific class or design | |

MY/OUR EXPERIENCE IS

- | | |
|-------------|--|
| 1) None | a) Less than one full season |
| 2) A Little | b) Little or no racing, but lots of cruising and/or daysailing |
| 3) Moderate | c) I have out-of-area racing experience, but am unfamiliar with local conditions |
| 4) Mucho | d) One or two full local seasons |
| | e) One or two long-distance ocean races |
| | f) Years of Bay and ocean racing |

I/WE WILL

- 1) Help with the bottom, do maintenance — anything!
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle

Mike Gritman, 41, (916) 273-9037, 19419 McCourtney Rd., Grass Valley, CA 95949 wants 1,2,3,4,5,6/prefers 1,2,3,5/exp 2a/will 1,2,3,6.
Wilson Ng, 32, (415) 564-7726 wants 1,5/prefers 1,2/exp 3b/will 1,5,6.
Allan Marsh, 42, (415) 285-7910 wants 1,2,3,4,5,6/prefers 2/exp 4c,e/will 1,2,4,5,6.

Julian Shulman, 22, (213) 749-7904, c/o Robert Shulman, 17 Elm St., Fort Kent, ME 04743 wants 1,2,3,4,5,6/exp 2b/will 1,2,3,6.
Gary Fountain, 52, (916) 988-5509, eves (916) 988-8367 wants 1/prefers 2/exp 2a,b.
Chris Rauch, 18, (408) 336-2758 wants 2/prefers 1,2,4/exp 3b/will 1,2,3.
Chris Karlin, 24, (415) 597-2520 wants 1/prefers 1/exp 2b/will 6.
Jason Throne, 23, (415) 668-9060 wants 1/exp 1a/will 1,2,6.
Chris Giovacchini, 40, (707) 938-1736 wants 2,3,4,5,6/prefers 2/exp 3d/will 3,6.
Ed Walls, 38, (415) 885-0181 wants 1,3/prefers 1,2,3/exp 3d/will 1,6.
Tom Vecchione, 36, (408) 475-7675, (408) 432-6200 wants 2,3,5/prefers 2/exp 4d/will 3,5,6.
Mike Brownlee, 35, (415) 604-6672 wants 1,2,3/prefers 2/exp 2a,b/will 1,2,4,6.
Damon Harvey, 32, (707) 446-5501, (916) 758-4871 wants 1,2,3,4,5,6/prefers 1,2,3=11:Metre/exp 2a/will 1,2,6.
Joel R. Aves, 27, (415) 506-3646 wants 1/prefers 2/exp 2b,c/will 1,6.
Steve Velie, 27, (510) 523-6814, w:(3 nights/wk) (415) 546-2600, Crowley Marine wants 1,3,5,6/prefers 2,3=1&2 ton/exp 4c-inquire,d,e,f/will 1,3,4,5,6.
Jim Yee, 40, (707) 643-1133 wants 1,2,3/prefers 2/exp 3d/will 1,2,3,5,6.
Adrian Feorman, 25, (510) 843-9167 wants 1,3/prefers 1,2,4/exp 3c/will 1,2,3,5,6.
Pierre Requillart, 21, (510) 601-9478 wants 1,2,3,5/exp 2b/will 1,2,3,6.
Todd Barnett, 33, (415) 771-3421, W: (415) 398-2404 wants 1,3/prefers 1,2/exp 3d/will 3,5,6.
James Mello, 36, (408) 479-4148, POB 432, Aptos, CA 95001 wants 1,2,3,4,5,6/prefers 2/exp 3f/will 3.
Michael A. Krafft, 38, (415) 771-8892, (415) 434-8777 wants 1,2,3,4,5,6/prefers 2/exp 3c/will 1,2,3,4,5,6.
Jim Hancock, 35, (415) 513-8609 wants 1,2/prefers 2/exp 2a,b/will 1,3.
Greg Barber, 31, (415) 546-8584 wants 1,3,5/prefers 1,2/exp 3c/will 1,3,6.
Joe Heaney, 46, (510) 523-3949 wants 1,2,3/prefers 2/exp 1b/will 1,6.
Mike Kiernan, 25, (510) 653-4584 wants 1,3,5/prefers 1,2/exp 2b/will 1,2,3.
Neil Calvert, 45, (510) 671-0904 wants 1,3,5/prefers 2,3=one design/exp 3d/will 1,3,6.
John O'Neill, 34, (415) 681-8205 wants 1,3,4,5/prefers 1,2,3=11:Metre, Melges 24,SCs,4,5/exp 3d,e/will 3,5,6.
Scott Walker, 37, (415) 873-1203 wants 1,3/prefers 1,2/exp 3d,e,f=4/will 1,3,4,5,6.
Marc Lander, 37, (415) 389-9635 wants 1/prefers 1,2,4/exp 2b/will 1,2.
Gary Figg, 54, (408) 295-6016 wants 1,3,6/prefers 2,5/exp b/will 1,2,6.
Tom Romaneck, 39, (415) 386-2904 wants 1/prefers 1,2/exp 2b/will 1,2,3,6.
Scott Baysinger, 37, (510) 232-9306 wants 1,3,5,6/prefers 2,5/exp 3c,e/will 1,3,4,5.
Mark Reagan, 34, (408) 978-7426, W: (408) 765-1424 wants 1,2/prefers 2/exp 3a/will 1,2,6.
Johnny Horning, 36, (510) 528-1912 wants 1,3,4,5,6/exp 3,4,d/will 2,3,4,6.
Tim Hull, 29, (408) 270-5765 wants 1,2/prefers 1,2/exp 3b/will 1,3,4,5.
Paul Forrest, 46, (408) 424-7131 wants 2/exp 2b/will 1,2,3,6.
Randy Griffin, 31, (510) 656-5437 wants 1,3,4,5,6/prefers 1,2/exp 3b,d,e/will 4,5,6.
Nick Goulden, 34, (707) 765-2516 wants 1,3,5/prefers 1,2,4/exp 3a,b/will 1,2,6.
Keith Bentlage, 30, (415) 543-3747 wants 1/prefers 2/exp 2d/will 1,5,6.
R. Scott Johnson, 24, (415) 292-3672 wants 1/exp 3b/will 1,2,3.

WOMEN TO CREW ON A RACING BOAT

Eleanor, 33, (415) 673-2447 wants 1/prefers 1,2/exp 2a,b/will 2.
Sarah, 35, (510) 538-8250 lv msg wants 1,3,5/prefers 2/exp 2a/will 1,2,3,6.
Marcia Mowery, 40, (408) 376-0215 wants 1/prefers 1,2/exp 2,3a,c.
Dianne, 26, (415) 564-8505 wants 1,3/prefers 1,5/exp 1,2b,c/will 1.
Christine Flaherty, 28, (415) 487-7639 wants 1/exp 3c/will 1,5.
Shelley Russo, 30, W: (408) 728-2700, H: (408) 464-0903 wants 1,2,5,6/prefers 1,2/exp 1b-inquire/will 1,2,3,6.
Carolyn Kendrick, 51, (510) 657-5496 wants 1/prefers 2/exp 3a,b/will 2,6.
D. Savage, 41, (408) 446-9115 wants 4/prefers 2,3=fast vs slow/exp 3e,f/will 1,2,3,5,6.
Sasha Spiegel, 29, (510) 528-0103, P.O. Box 8284, Berkeley, CA 94707 wants 1,2,3,4,5,6/prefers 1,2,3=Hawkfarms/exp 4c,d/will 1,2,3,5.
Barbara, 37, (408) 223-8954 wants 1,2,3,4,5,6/?/prefers 2/exp 3d+1=4.
Diane Pulsifier, 38, (415) 495-5612 wants 1/prefers 1,2/exp 3f-inquire/will 1,2.
Stephanie Wilson, 23, (415) 561-0986 wants 1,3/prefers 1,2/exp 1a,b/will 1,2,3.
Grace M. Knight, 56, (415) 753-2031 wants 1,2,3,4,5,6/prefers 1,2/exp 3d,f=3/will 1,2,3,5.
Susan, 35, (415) 474-0666 wants 1,3,4,5,6/prefers 1,2,4,5/exp 2b/will 1,2,3.
D. Greer, 28, (510) 528-4612 wants 1,3/prefers 1,2,3=Lasers/exp 3b/will 1,2,3.
Chris, 28, (415) 668-4018 wants 1,2,3/prefers 1,2,4,5/exp 3c/will 1,2,6.
Susan Mahon, 23, (415) 626-7023, W: (510) 523-8233 x420 wants 1/prefers 1,2,4,5/exp 2b/will 1,2,3.
Barb Hickman, 32, (209) 544-6887 wants 1,2,5/prefers 2/exp 2b/will 1,2,3.

CREW LIST

Jenn, 25, (415) 663-9402 exp 2/will 1.
 Kris, 27, (415) 663-9402 exp 2/will 1.
 Joyce Eaker, 38, (916) 441-6520
 wants 1,2,3,4,5,6/prefers 1,2,3=SC 50, Express 37/exp 3f/will 1,2,3,5.
 Amy, 26, (415) 826-1259 wants 1/prefers 2,3=J-24/exp 3b,e/will 5,6.
 Jean Lundeen, 40, (408) 447-7107 wants 1,2,3/exp 3a,b/will 1,2,3.
 Edie Mosley, (415) 873-4161 wants 1,2,6/exp 1a/will 1,2,3.
 Lora, 29, (916) 927-2908, P.O. Box 980592, West Sacramento, CA 95798-0592
 wants 1/prefers 2,4/exp 2,3,b/will 1,2,5,6.
 Carol Wright, 37, (408) 725-8117 wants 1/prefers 1,4/exp 3,f=3/will 3,4,5.
 Cheryl Madsen, 25, (415) 225-3187 wants 1,2,3/prefers 1,2/exp 3d/will 1,2,6.
 Mary Ann Furda, 39, (415) 329-1929 wants 1,2,3,5,6/prefers 1,2/exp 2b/will 1,2,6.
 Marcia Middleton, 41, (415) 885-0181
 wants 1,2,3,4,5,6/prefers 1,2/exp 3d,e/will 1,3,6.
 Jodi, 25, (415) 927-7524 wants 1/prefers 1,2/exp 3c/will 1.
 Breeze, 34, (415) 955-2020 wants 1/prefers 2,4/exp 3d/will 1,2,6.
 Andrea, 25, (415) 392-2822 wants 1,2,3,5,6/exp 1/will 1.
 Chris, (707) 778-9231 wants 1,3/prefers 1,2/exp 2d.
 Carey Neves, 34, (415) 641-6720, (415) 923-3395
 wants 1/prefers 1,2/exp 3d/will 6.
 Vail Schaeffer, 40, (415) 927-1035 wants 1/prefers 1,2/exp 2b/will 1,2.
 Andrea Bradley, 19, (510) 549-3081
 wants 1,3,5/prefers 1,3=11:Metre, Express 27,4/exp 2a/will 1.
 Bianca Kroettinger, 25, (916) 985-7239, P.O. Box 980592, West Sacramento, CA
 95798-0592 wants 1,3,5/prefers 2,4/exp 3b/will 1,2.

COUPLES TO CREW ON A RACING BOAT

Don &/or Madeline Swartz, 47/39, (415) 892-0650
 want 1/prefer 2/exp 2b/will 1,2,3,6.
 Bill & Gayle Permar, 40ish, (415) 331-7335 want 1,3,4/prefer 2/exp 4f/will 4,5.
 Steve & Kathy, 44/42, (707) 425-3039, (510) 536-6163
 wants 1,3,5,6/prefers 2/exp 3f/will 1,2,3,4,5,6.

RACE BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Alec Kercso, 33, (415) 327-0611, Coronado 27 plans 1,7,a,c,d,e/wants 1/races 2.
 Bruce Koch, 36, (408) 730-8361, Merit 25 plans 1,a,b,d/wants 1/races 2.
 Martin J. Cunningham, 40, (408) 973-8075, Humboldt Bay 30
 plans 1,a,d/wants 3/races 2.
 Dean Briggs, 35, (510) 293-8065, Columbia Challenger 24
 plans 1,3,a,b,d/wants 1/races 1.
 Joseph A. Schmidt, 50, (415) 369-7602, Santana 22 plans 1,b,d,e/wants 2/races 2.
 Randy Broman, 50, (415) 552-6246, J/33 plans 1,3,a,c/wants 2/races 2.
 Aidan Collins, 47, (415) 456-3316, Express 27 plans 1,b,c/wants 3/races 2.
 Dick Swanson, 49, H: (415) 381-4335, W: (510) 464-8053, Ranger 23
 plans 1,a,b,c,e/wants 2,3/races 2.
 Liam O'Flaherty, 32, (415) 331-0448, Columbia Challenger 24
 plans 1,b,c/wants 1/races 2.
 Robert Jordan, 65, (619) 222-1186, San Diego, 50' Schooner
 plans 4/wants 1,2/races 3.
 David Demarest, 42, (415) 485-0789, Santana 22 plans 1,c,d,e/wants 3/races 2.
 Charter Kays, 41, (415) 721-0154, 30' Bird Boat Sloop plans c/wants 2/races 2.
 Fred Minning, 50, (510) 938-5649, Cal 29 plans 1,b,c,f/wants 3/races 3.
 George Clark, 36, (415) 591-8850, Columbia 36 plans 1,3/wants 1/races 1.
 Jim Fair, (415) 967-6207, Merit 25 plans 1,a,c/wants 1/races 2.
 Jim Newport, (510) 636-0607, Thunderbird 26 plans b,c,d,e/wants 1,2/races 1,2.
 Bob Hickey, 49, (408) 279-3510, C&C 30 Mega plans 1,3,5,a,c,d,e/wants 2/races 2.
 Phil Gardner, 57, (510) 865-2424, Cal 29 plans 1,b,c/wants 1/races 2.
 Walt Kirk, 59, (510) 231-0789, Islander 30 MkII plans 3/wants 2/races 1.
 Kent, (510) 538-9346, Hobie 18 plans 1,2,6,7-lakes,b/wants 1/races 2.
 Lee Garami, 33, (510) 797-5325, Hobie 33 (monohull)
 plans 1,5,a,c,d,e/wants 1,2,3/races 2.
 Wayne R. Nygren, 48, (510) 889-9216, pager (408) 951-1126=enter your # plus *38
 Columbia Challenger 24 plans 1,b,c/wants 1/races 2.
 Ty Lendormy, 41, fax sailing resume/letter to 989-1465, Jeanneau 45
 plans 1,2,3,4/wants 3/races 1.

Mark Jensen, 34, (408) 497-6556, C&C 25 plans 1,3,a,c,e/wants 1/races 2.
 Jack Thomas, 48, (209) 476-9417, Cal 2-27 plans 7b-Delta/wants 1,2,3/races 2.
 Chris Giovacchini, 40, (707) 938-1736, Santana 22
 plans a,b,c,d,e/wants 1,2/races 1,2.

"WANT CREW" CODE

I/WE PLAN TO RACE

- | | |
|------------------------|---|
| 1) San Francisco Bay | a) Handicap |
| 2) Monterey/Santa Cruz | b) One Design |
| 3) Ocean Series | c) YRA Season |
| 4) 1994 Pacific Cup | d) Specialty Events and/
or occasional YRA |
| 5) Coastal Races | e) Beer Cans |
| 6) Mexico Race(s) | f) Anything & Everything |
| 7) Other _____ | |

I/WE WANT CREW

- 1) That will consistently put out 100% for the chance to get experience, and won't complain when cold, wet, bruised or scared silly.
- 2) With at least one full season of racing experience.
- 3) With more than three years experience.

I/WE RACE

- 1) Casually. Winning is nice, but let's keep it fun.
- 2) Pretty seriously. Why else make the effort?
- 3) Very seriously. I/we don't like to lose.

Mike Borgerding, 46, (510) 228-2193, Triton 28 plans 1b,d/wants 1/races 1.
 George Selby-Hele, 41, (408) 629-6149, (415) 812-4680, Beneteau First 32s5
 plans 1a,c,e,7=some ocean races/club series/wants 2/races 2.
 Ron Roberts, 42, (415) 362-8202, fax (415) 362-3612, Beneteau First 42
 plans 1d,e/wants 1,2/races 2.
 Bob A. Dries, 49, (415) 864-8522, Columbia 36 plans 1a,c,d/wants 1/races 2.
 Mike Brownlee, 35, (415) 604-6672, 40-ft ketch plans d,e/wants 1,2/races 1.
 Jim Bacon, 42, (415) 435-1698, Cal 20 plans 1d,e/races 1.
 Charles Allen, 47, (415) 592-8018, J/24 plans 1b,c/wants 2,3/races 2.
 Scott Walker, 37, (415) 873-1203, Ericson 30
 plans 1,5,7=Plastic Classic,d,e/wants 2/races 2.

WOMEN LOOKING FOR RACING CREW

Astrid Rusquelias, 51, (510) 526-5465, H: 526-5260, Santana 30
 plans 1,e/races 1.
 Nancy Pettengill, 44, H: (510) 234-1253, W: (408) 987-9618, Thunderbird 26
 plans 1,b,c,d,e/wants 2/races 2.
 Laurie Miller, 47, (510) 237-6122, Catalina 30
 plans 7-Kurt Zane & Vallejo Race,e/wants 3/races 2.
 Elena Olzark/Meryl Katz, 29/26, (415) 432-3702, Santana 35
 plan 1,b,c/want 3/race 1.
 Karen, (415) 331-6058, Bear plans b,d,e/wants 2/races 1.

COUPLES LOOKING FOR RACING CREW

Lee & Paul Bergman, 43/46, (415) 593-0405, SR 33
 plan 1,3,5,a,c/want 3/race 3-but must be fun.

GROUPS LOOKING FOR RACING CREW

Brown Sugar Team, (510) 655-8800, Utikan (510) 655-8800, Kristen (415) 387-7666,
 Custom one-ton Peterson 38 plan 2,3,5,6,a,d/want 1/race 1,2.
 Bear Boat Assn., ages vary, M/F, (415) 765-6904, Bear 23
 plan 1,b,c,d/want 1,2,3/race 1,2.
 Richard Peck, 17-50, M/F, (415) 348-8527, Santana 35
 plan 1a,b,c,d,e/want 2/race 2.

FAIR

"First I bought my dinghy, then I bought a boat that could accommodate it on the cabin top," says Ray Hutchinson, explaining how "ultra important" he believes a good dinghy is to contented cruising. Before you snicker, remember that the Los



Ray Hutchinson and his overpowered Avon. Note the 'beach wheels' that allow him to easily walk it up to the high water mark.

Gatos-based owner of the Nor'West 33 *Native Dancer* is on his third cruise.

Hutchinson selected a Avon R.310, which is a 10-foot inflatable with a shallow vee fiberglass hull, and powered her with a Johnson 15. He's been thrilled with the result. "She'll easily plane with three people, and when I'm by myself, she'll fly right out of the water." Indeed she will, she's powered by 50% more horsepower than she's designed to handle!

Tim and Suzy Tunks of the Marina del Rey-based Islander 37 *Scallywag* also put great importance in their choice of dinghy. They have a 10-foot Achilles with a fiberglass bottom that's powered by a Tohatsu 8 — and are so far pleased with their choice. "We bought this one six months ago to replace an Achilles that we'd used for nine years — and still managed to sell for \$500."

Like many veteran cruisers in Mexico, the Tunks have made numerous modifications to their dinghy. They added fins to the outboard, for example, which helps the dink get on a plane and stay there. The cover protects the fabric from the tropic sun and the fire hose around the sides reduces chafe.

The wheels on the transom make it easy to pull it high up on a beach.

The Tunks have an extension for the throttle of their outboard, a necessity because they invariably ride standing up. "It's dryer, more comfortable and makes it easier to steer," explains Tim.

Having checked out *Native Dancer* and *Scallywag's* 'water wheels', we became interested in what other cruisers were using. Since we were in Z-town, where everybody beaches at the base of the *muelle*, we hosted a gathering of dinks one afternoon. We're pleased to report that most cruisers were either satisfied or very satisfied with their dinghies. And we're somewhat surprised to report that *all* of them were very happy with their outboards.

Fifteen years ago, outboards seemed to be the bane of cruisers' existence. Today it doesn't seem to matter if it's a Johnson, Evinrude, Mercury, Suzuki, Yamaha or Nissan — they're all reliable.

Interestingly enough, not all veteran cruisers feel tricked out planing dinghies are the answer. Take Tom Scott of Menlo Park, who'd pulled into Z-town aboard his Folkes 39 *Nepenthe* to complete a five-year mostly solo circumnavigation. Scott gets to and from shore with a small, battened-bottomed Bombard he bought two years ago for \$100. Powered by a little Yamaha 2, Scott isn't a threat to either Hutchinson or Tunks in the Dinghyapolis 500.

"Everything is a tradeoff," Scott smiles. "I don't go fast, but then I don't worry about my dink being stolen. And when it comes time to sail on, I can pull my dink aboard with one quick jerk." There are advantages to the slow and simple life.

Scott's choice of dinghies isn't based on monetary considerations — in fact, he's got a new 12-foot Caribe inflatable in his lazarette. It's waiting for the day — which isn't imminent — for his unpretentious Bombard to become threadbare.

Scott began his voyage with a Zodiac, the only brand that elicited derisive comments from those on the beach at Z-town. "After I owned the Zodiac for one year," says Scott, "the fabric started melting off." He's got to be joking, right?

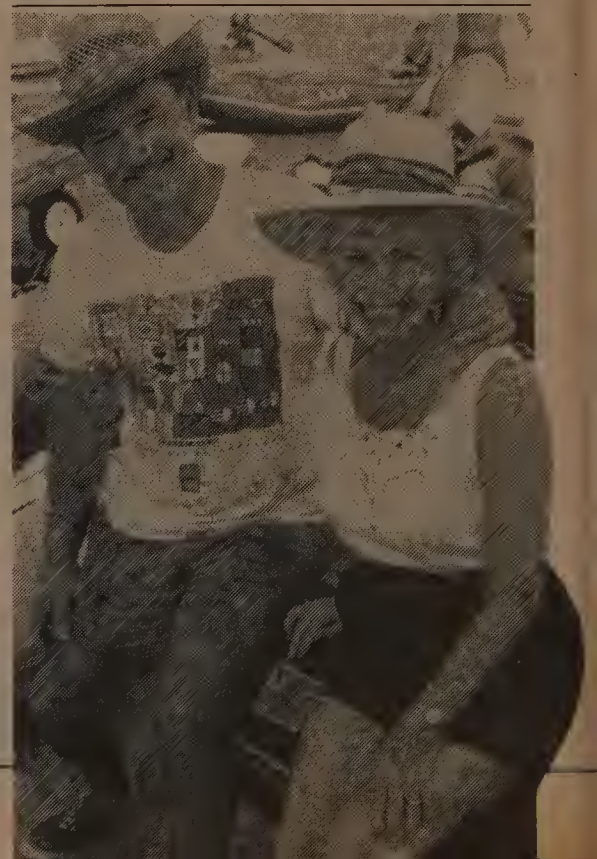
"We had a Zodiac when we started cruising in 1987," reports Ron Gray of the Vancouver-based Brewer 37 *Amistad*. "After six months, the fabric came off on our pants whenever we sat on it during warm weather. We got another Zodiac in 1989; that one lasted 14 months. Since the three of us were in Venezuela when the second Zodiac failed,



we purchased a locally manufactured Caribe 2.7. It's been five years now, and we're still getting good service from it."

Gray powers his little Caribe with a Mercury 2½, which he says has been working just fine. "She replaced our Mariner 4," he says wistfully, "a great engine which

Emery and Patty Zajec, wearing big smiles and having fun despite some problems with their Zodiac.





Nobody does it better: Tim and Suzy Tunks styling out on their Achilles across Z-town Bay.

provided us with seven excellent years in the tropics."

What could be more decisive? Half the experienced cruisers prefer tricked out hot-rods for dinghies, and the other half prefer as humble dinks as can be found. Like always, to each their own.

Depending on how well they are built and cared for, inflatables are capable of many years of service. Dave Verhoeven and Patsy Fisher of the Portland-based Columbia 43 *Ocean Gypsy* use an Avon sportboat that they believe was made when some guy named Carter was President. "We have old values," Dave laughs.

"This old Avon has been perfect for us," he continues. "We have a total of \$1,000 invested in it and the Johnson 8 and have already used them for 18 months. We've gotten our money's worth."

"The only thing we need are wheels," adds Patsy.

If you've done all your sailing in California, the Caribbean or the Sea of Cortez, wheels on a dinghy might sound like a crackpot idea. But once you spend any time cruising mainland Mexico, where you often must land your dink through the surf and then drag it up above the high water mark, wheels take on considerable appeal. In

Costa Rica and Panama, where there are tides in excess of 15 feet, wheels on dinghies are almost a necessity.

One couple who are happy with their wheels are Emery and Patty Zajec of the Alameda-based Passport 42 *Patrice*. They bought their Wheel Aweigh brand wheels at Proper-Tighe in Alameda — where Patty works when she's not cruising. "The wheels are wonderful," says Patty, "because without them it would be too hard for us to pull the dinghy up the beach."

While their 10-foot Zodiac dinghy hasn't been a total disaster, it's certainly had its problems. Emery feels the seams up forward were poorly designed; they've had a tendency to shear apart, requiring repair with two-part epoxy. There have also been problems with the transom, necessitating repeated applications of Sikaflex. And just as we photographed the couple, somebody noticed that one of the main fabric patches securing the port side of the transom had delaminated.

"If we had to do it over, we'd probably buy another brand inflatable," says Emery. But he obviously wasn't letting it ruin his and Patty's cruise.

Would Patty prefer something larger than their 2 h.p. outboard? "Yes! Yes! Yes!"

Also moderately dissatisfied with their choice of dinghies was Tim and Kathie Leachman of the Santa Barbara-based Islander 34 *Caribbee*. They have an 8½ foot Achilles with an Evinrude 6.

"We wish it were bigger," says Tim, "but we wanted something that was small enough to just pull aboard the boat. In retrospect, we should have gotten the 10-footer. We still could have pulled it aboard easily, and the larger ones seem to have been manufactured with better fittings."

The Leachmans dink will plane with just one person aboard, but not if he or she are carrying groceries, too. And if there's even the slightest chop, she's a wet dink.

One couple who didn't look like they were getting wet often was Jack and Ruthann Townsend of the San Francisco-based Rafiki 37 *Ruthann*. They have a Caribe 10.6 with a deep vee fiberglass hull that's driven by a Suzuki 15. While the Venezuelan-built Caribes have had something of a checkered reputation for quality, this one looks well built.

"Our idea was to get as big a dinghy as would possibly fit on our foredeck, and a big outboard," explains Jack, "because we're going to be gone for a number of years. And we just love it! Last night, for example, we used her to tow a 17,000-lb boat into the Bay. And the two of us can plane at 25 knots and stay dry. She was a good deal, too; just \$4,000 for the whole thing."

While the deep-vee fiberglass hull is a feature available on other brands of dinghies, what's unique about the Caribs is that it also has oversized tubes. This makes the dinghy unusually dry and seaworthy.

It also makes it relatively heavy.

"Tell everyone that big wheels are essential," the Townsends say, "the little ones get bogged down in the sand and break."

While Avon inflatables received generally excellent reviews, there was a split decision over the 'roll-up' hard bottom model.

Ulf and Lynn Kent of Alameda, who are

Devan and Alisha Mullins have been having a whale of a time with their hard dink.



FAIR



Ron Gray's little Carib has provided excellent service for more than five years in the tropics.

on their way to Europe aboard their Peterson 44 *Nepenthe*, are disappointed with their Avon 2.85 roll-up, which is powered by a Nissan 8.

"We purchased this particular combination on the recommendation of West Marine, but when we plane, water pours in over the transom. Avon says it shouldn't happen with just an 8 horse outboard, but it does. We think the dinghy is too narrow and this causes water to be sucked in over the transom."

The Kents haven't been terribly impressed with the roll-up bottom, either. "We don't think it's particularly convenient to roll up, and when we plane, the floor undulates."

Carolee and Conrad Moran of *Island Wind*, a Seattle-based Hylas 44, have the

Hmmmmmm, maybe this plastic bag around the prop is affecting performance.



exact same dinghy and couldn't disagree more. "We really like the roll up capability," they say, "it allows you to quickly and conveniently get the dinghy out of the way." They made no mention of an undulating bottom.

The Morans do, however, report the roll-up bottom has one unintended advantage. Unlike most dinks with floors, when hoisted by the bow, sand tumbles to the bottom in a way it's possible to get at. Until you cruise sandy shores, it's hard to appreciate this feature.

"We're now on our way to the South Pacific," the Morans conclude, "and our only complaint is that the seat broke."

You'd think a simple flat seat would be the easiest part of an inflatable to design and manufacture, but for some reason the Avon seats are notorious for breaking. And with replacements running about \$75, many people do without.

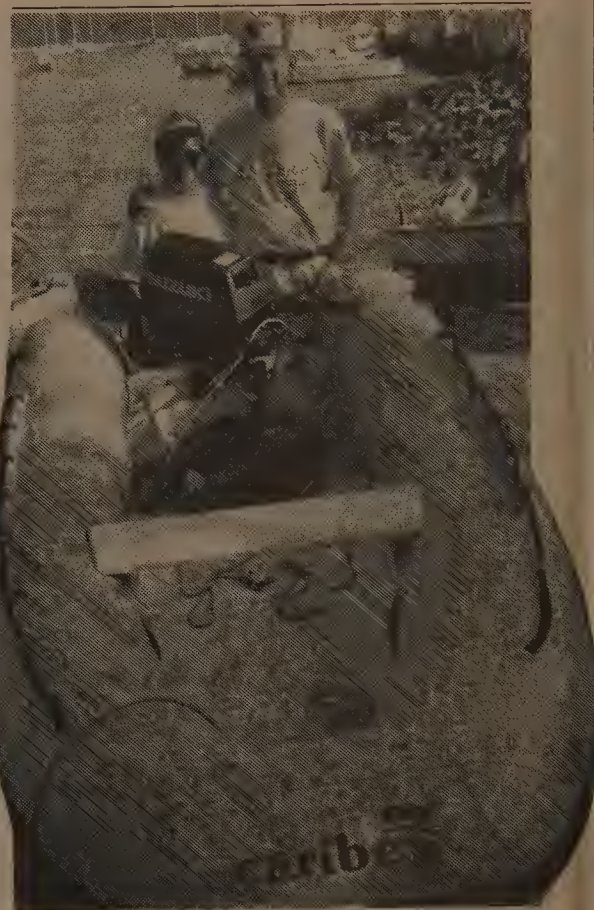
"The seat on our Avon Rover 310 has broken twice," reports Irv and Laurel Seymour of *Seymour's Sillon* (they used to own a beauty salon), an Everett, Washington-based Morgan Out-Island 41. They also complained about water coming in over the transom when planing. Given the fact they have a Nissan 15 on the back of the 10-footer, it's not a surprise. Exceed an inflatable's recommended maximum horsepower — the 310 calls for no more than 10 h.p. — and you'll get wet.

The Seymours like the white fabric of their Avon. If you've ever sat on a black or gray inflatable that's been sitting under the tropic sun, you'll know why.

The one couple who'd completely given up on their dink was Paul and Barbara Moore of the San Francisco-based Ohlson 38 *Romany Star*. "We came over to survey all the dinghies," they explained, "because our dink is no good. We have a 9-foot Dynous, which was marketed in the L.A. area about four years ago by Toyo Tires. The workmanship and materials are superb, it's the design that's terrible. The blunt bow and small air chambers causes it to ship water when there's just a three-inch chop."

On the other hand, the Moores are enthusiastic about their Suzuki 4 outboard. "She's starts on the second pull every time," smiles an obviously appreciative Paul.

Tom Carlson and Janeel Eddie of the Seattle-based Garden 41 *White Star* have been getting by with a 7-foot Avon Redcrest powered by a Johnson 4. The little Redcrest has a metal bracket on the back for mounting the outboard. It's not the best of



Jack and Ruthann Townsend. Their powerful and seaworthy inflatable pulled a 17,000-lb boat into Z-bay.

arrangements.

"We've used this dinghy extensively for two years," say the couple, "and the outboard bracket just doesn't cut it. When we use the motor, it tilts way back. Besides, it will only plane with one person. Our next dinghy will be able to plane with two people and groceries. It will also have wheels."

Since the couple plan on spending five years in the Caribbean, a larger and more powerful dinghy and outboard combination will almost be a necessity. What's adequate for the mostly quiet waters of Mexico becomes an impossibility in the rougher Caribbean.

John and Linda Carlisle of the Seal Beach-based Island Packet 38 *Contented Turtle* are among those who have two engines for their dinghy. "We have both a Suzuki 2 and Suzuki 8 for our Avon Rover 310," says John. "We decide which one to use based on the conditions."

"In either case, we appreciate the light dinghy. We lost our dink off the davits while sailing down the coast. Had it been a heavier one, we might not have been able to wrestle it back aboard."

The Carlises, who will spend the summer in the Sea of Cortez before heading for the Canal and Florida, are authorities on small dinghy wheels. "They're no good," they say flatly.

Ed Greene of the Santa Rosa-based Ranger 33 *The Farm*, has a spare outboard and spare inflatable — in California. "I have

a little Avon Redcrest with a Seagull 3 in my garage because they're inadequate for Mexico. Down here I use an Avon 310 with a Johnson 9.9. My requirements were that it be the biggest dink that would fit into my lazarette. It's great — except for the stupid Avon seat, which keeps falling out. Me, too," he concludes, "I'd also recommend dinghy wheels for Mexico."

Boston Whalers for dinks on boats 40 feet or less? We were surprised to find that was the case with two cruising sailboats in Z-town. Devan and Alisa Mullins of the Stockton-based Shannon 38 ketch *Points Beyond* are cruising with a 9-ft Whaler powered by a 8.8 Johnson — which Devan wishes were a 15.

"Although she weighs 175 pounds, the Whaler stows behind our main mast and bolts down without any trouble," says Alisa. "In fact, it's very easy."

"The positives qualities of a hard dinghy are that they track well, won't puncture on rocks, and don't have to be inflated." Having said that, Devan confesses he has nothing against inflatables and bought the Whaler because it was only \$1,000. Alisa is more adamant. "I wouldn't trade it." That's ironic, because its big drawback is it's too heavy for her to drag up the beach.

"We want wheels," say the couple, who gave up careers as a lawyer and school counselor because they "hated" their jobs.

Bill and Renee of the San Diego based Challenger 40 *Tan Tar A* have an 11-foot Boston Whaler that weights 250 pounds. "We use a bridle and flip it over on the deck just behind the main mast," says Bill, who has had hard dinghies for 15 years. In addition to positives mentioned by the Mullins, he notes that it's larger than similar



Lifting out the dink at night reduces the chance of theft — and helps keep the bottom clean, too.

sized inflatables, doesn't get damaged by the sun, and you can stand on the gunnels.

Bill admits that weight is a problem, as is the fact that it rides low in the water and is thus pretty wet — especially when going through the surf! But powered by a Johnson 15, she's a quick water taxi.

Tan Tar A's dink and outboard were stolen from the back of the boat one night off Chemela. After working with the mayor and police chief, Bill and Renne were able to recover the dink and outboard without having to pay *mordida*. A big break in the case came when the father and grandfather of the thief earned what their boy had done; they were mortified.

The inflatable from Allen Barry's San Francisco-based *Mendocino Queen* was stolen in Z-town. It was found slashed a few

days later in a dumpster. The outboard had been cut out of the transom. There's not an epidemic of dinghy theft in Mexico, but it does occur.

Hauling the dink out of the water each night is a pain, but it pretty much eliminates dinghy theft from the back of boats. About half of the boats in Z-town were doing it. Such a precaution has a major side benefit: it keeps the barnacles from growing on the bottom of your dink, something that dramatically kills performance and increases fuel consumption.

The bottom line? The wisdom of Ray Hutchinson notwithstanding, there is no reason to despair if you've bought your cruising boat before you bought your dinghy. Given the huge variety and general satisfaction cruisers express with their dinks, you'll probably be able to find one that more than exceeds your requirements.

— latitude 38



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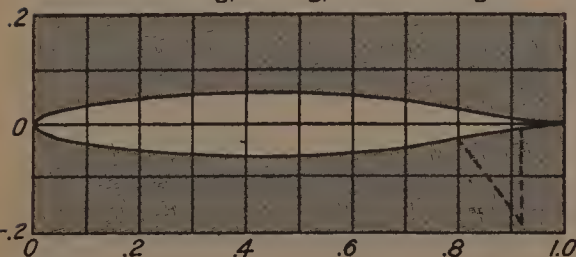
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MAX EBB GETS DOWN

"Perfect!" I thought out loud as I watched my reflection in the surface of a thin layer of water sliding off the forward part of my keel. The dimple left by some flaking paint was finally gone, after spending the afternoon filling, fairing, and sanding. Just



An example of an extreme laminar-flow airfoil section. The pressure keeps decreasing until the point of maximum thickness, almost two thirds of the way back.

barely a trace of distortion in the reflected clouds as the water thinned, then puddled up into blotches of wet spots and dry spots.

"And now for the final polish," I said as I took out a sheet of #600 wet sandpaper and folded it into quarters. After dousing the keel once again with water I started to work the sandpaper up and down the keel, not feeling a hint of the bumps that had been there a few hours ago.

I didn't pay any attention to the bicycle cruising through the boatyard until it hove to next to my boat with a screech of brake pads.

"Just starting on the 600?" said a female voice from inside the bike helmet. "No way you're going to be ready for the big regatta this weekend!"

It was Lee Helm, of course, although it was hard to recognize her with her hair tied back inside that helmet. But I had every intention of being ready for the big regatta, and now that the bumps were gone from the keel, I would be ready to launch the next morning. And it was only Thursday.

"Just you watch!" I answered. "But what about you? Are you on a boat for this one?" I was hoping she'd be available to crew for me — but for the more important race events, this was always a long shot.

"For sure. Got a spot on one of the new ultralights with a humongous asymmetrical spinnaker. It's right over there on a trailer." She gestured in the direction of the dry storage yard. "We're sailing it over to the yacht club this afternoon, as soon as the rest of the crew shows up. It's a cool machine — definitely top of the food chain."

"You're going to make it tough for all us old-timers with normal boats," I remarked.

"Not to worry. This year they're doing all the 'sport boats' as a separate division, for a separate overall trophy. We already know that you can't rate these boat fairly against conventional boats — the shape of the performance envelope is just too different.

But against other sport boats, it should be interesting to see how the ratings shake out."

Meanwhile I washed the keel down with another splash from the hose, so Lee could see how shiny and smooth it was. "What do you think?" I asked.

"Like I said, Max: no way you'll be ready for the weekend. Especially if that's just #600 in your hand."

"Seems pretty smooth to me," I said. "And at the speed my boat sails, #600 should be plenty smooth enough to put it in the 'hydraulically smooth' range. I should have laminar flow clear across the keel."

"Not if you're moving more than half a knot, you won't!"

I knew I was on thin ice even mentioning laminar flow and hydraulic smoothness around Lee. She's a graduate student in naval architecture at the University, and every time I think I understand some of this stuff she completely pulls the rug out from under my hydrodynamic feet. Fortunately it was just the two of us this time, and not the whole crowd at the yacht club bar.

"Max, Max, Max. . .," she shook her head. "We need to review."

She swung off the bike, leaned it against the cradle of another boat, and hung her helmet from the handlebars.

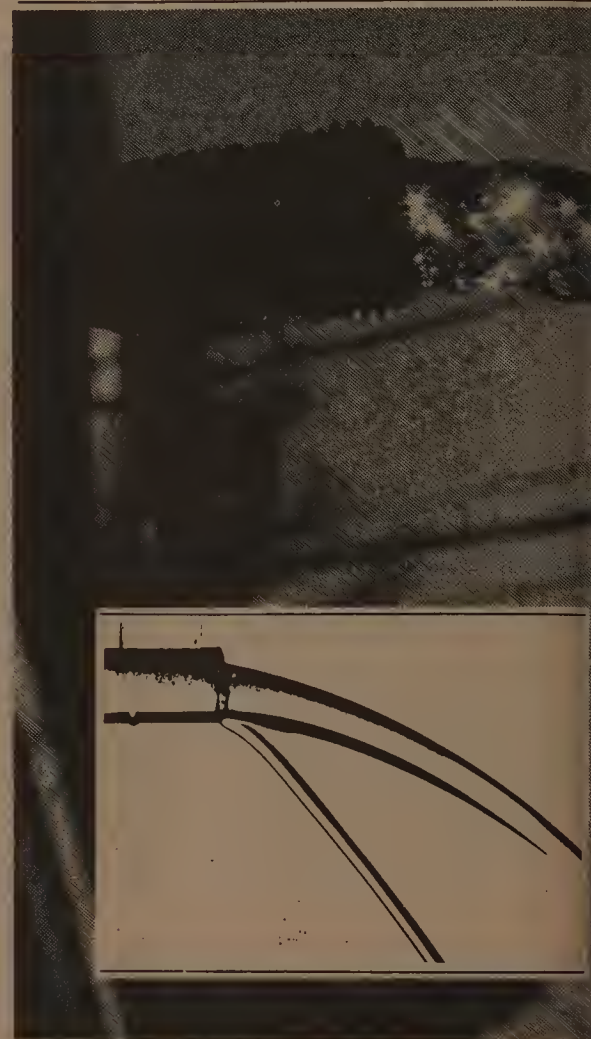
"What," she quizzed, "are the three main types of flow along a boat's hull?"

"Let's see. There's laminar, which is the low-drag kind, and turbulent, which is

"Max, Max, Max. . .," she shook her head. "We need to review. What are the three main types of flow along a boat's hull?"

high-drag. If the hull is smooth, turbulent flow doesn't start until the water is past the widest point of the hull or keel, when the streamlines start to split away from the surface and. . ."

"Wrong!" she interrupted. "You're mixing



up turbulent flow with separated flow. I mean, like, everybody makes that mistake. And, you're being wildly optimistic about how far back you can maintain laminar flow."

She found a spot on my hull that was dry, and started drawing on my hull with a piece of lime green chalk that happened to be in her pocket.

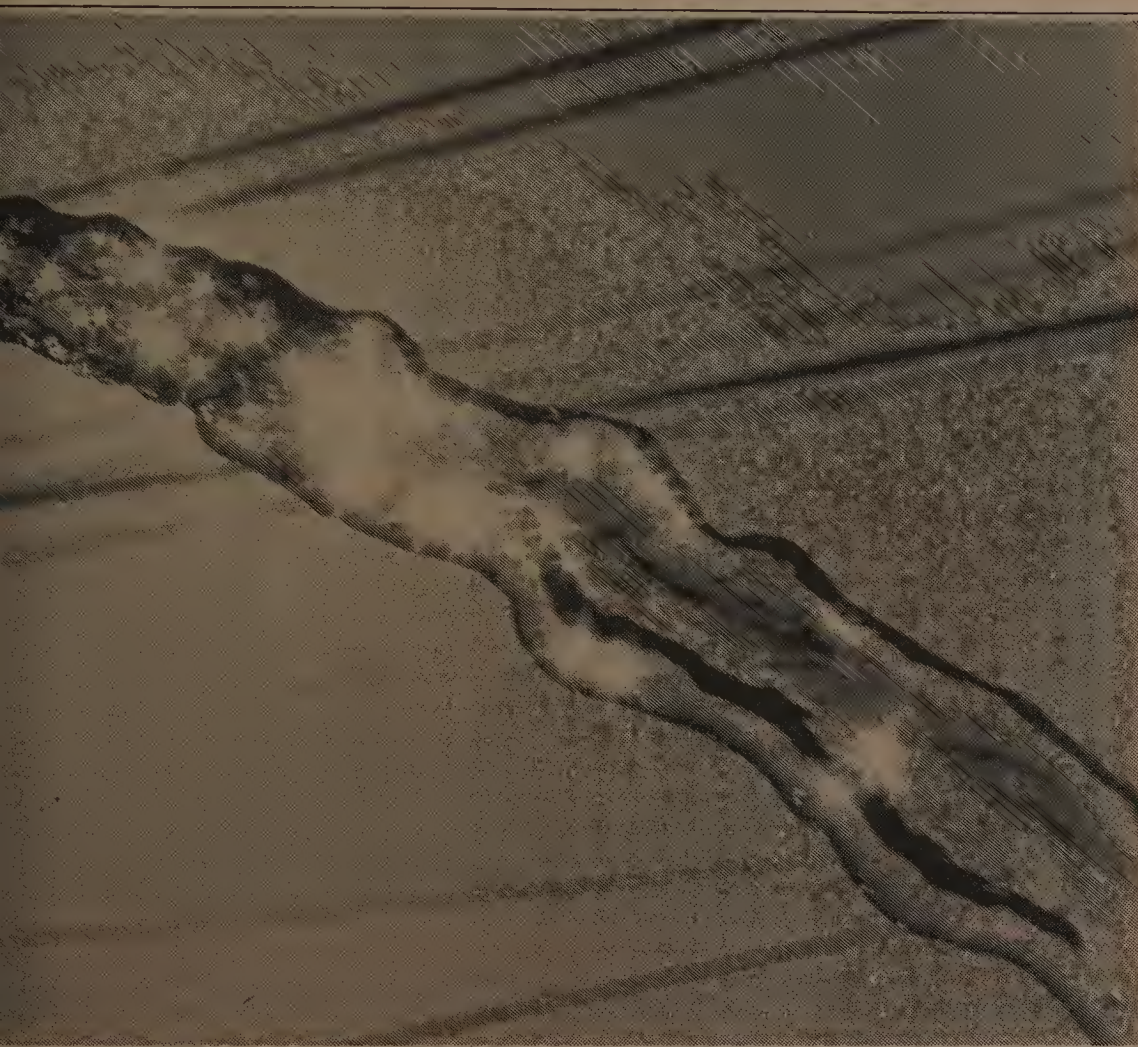
"Let's say this is the hull," she said after drawing a horizontal line. "For laminar flow, there's almost no motion towards or away from the surface. The water slides along in layers. Right along the hull the relative speed of the water goes to zero. As you move further away the speed gradually increases. And the friction is just the viscosity of the fluid times the velocity gradient, a shearing stress on the surface, if you want to think of it that way."

She drew a few more parallel lines and arrows, representing moving water.

"Okay, I think I'm with you. That's what I always understood laminar flow to be."

"Turbulent flow is when the layers roll up into little vortices or random cells of turbulence. In this condition, there's some motion towards the surface and away from the surface, as part of the random motion of

TO THE NITTY GRITTY



Getting hoses — the water in a garden hose comes out as a solid, turbulent stream. In a small-diameter hose (inset), the flow is smooth.

the turbulence. So faster-moving water gets brought in very close to the hull, and the shear stress is much increased over the laminar case. The thing is, turbulent flow is not the same as separation. All the water still flows back, fully attached to the surface. But there's lots more drag."

"Okay," I tried to backpedal, "that's really what I meant when I said turbulent flow."

She wasn't buying it.

"What you described," Lee continued, "is called separated flow. That's when the flow of water actually lifts off the surface, and the flow right alongside the surface might actually go backwards. Not much frictional resistance, but a lot of pressure drag is associated with separated flow. Separation is what happens behind a blunt shape, or on the top of a stalled wing. I can demonstrate the difference between laminar and turbulent flow, if I can find the right equipment."

She looked around the yard, and noticed a short piece of thin rubber tubing on the ground under a power boat that was in

the middle of some engine work. "Watch how the water flows out of the end," she said as she held one end of it under my hose, allowing the water to dribble out the low end. "See, it comes out in a sheet. Some of the water is moving very slow, from the edges, and this water falls almost straight down when it leaves the pipe, without mixing with the fast water in the middle, which describes more of a trajectory."

"Okay," I observed hesitantly, not at all sure what the point was.

"Now look at the water spilling out the end of the hose you're holding. Where's the slow-moving water? See, it's all mixed together and comes out as one solid turbulent stream."

(I didn't mention to Lee that this was a demonstration that virtually every man on the planet sees several times a day.)

"Well," I said, "it seems to me that if the surface is smooth enough, and if the boat isn't moving too fast, I should be able to maintain laminar flow over most of my keel."

"One would think so, wouldn't one?" she said with an academic air. "But in practice, if the product of speed in knots, and distance from the leading edge or bow in feet is greater than about ten, it's going to be just about impossible to keep the flow from becoming turbulent."

"Right, now I remember you explaining

that to me once. Has something to do with the 'alcoa factor' or something."

Lee cringed. "The Reynolds Number, you mean. It's a measure of how important viscosity is compared to inertial forces. For low speeds and short distances, water is

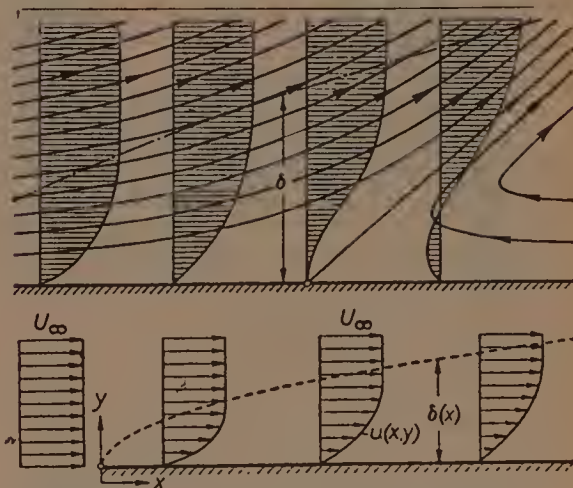
"Now I remember. It has something to do with the 'alcoa factor' or something." Lee cringed. "The Reynolds Number, you mean."

relatively sticky, and flows in the even layers of laminar flow more easily. Like the small tubing and slow flow velocity. For high speeds and larger sizes, like the garden hose,

the momentum of the water takes over, and turbulent flow is unavoidable."

"So if I'm only allowed a product of speed and length equalling ten, only the first 2 feet will be laminar at five knots."

"At best. You need very highly polished surface to get even that much. Also, you have to be on the part of the hull or keel that's still getting thicker and accelerating the flow, causing what we call a 'favorable pressure gradient'. Once you're past the fat spot in the keel, forget any hope of laminar



Above, boundary layer flow near a point of flow separation. Below, growth of a laminar boundary layer.

flow. That's why the so-called 'laminar sections' have the point of maximum thickness way aft, sometimes as much as two-thirds of the way back. The pressure keeps decreasing as the foil gets wider and the flow

accelerates, and stays laminar under the right conditions."

"You know, that always seemed to go against my intuition," I said as I squirted the keel with some more water, putting my thumb over the end of the hose to make a jet of water. "It sure feels like the pressure goes up when I accelerate the flow, not down."

"That's because you're feeling the pressure up-stream of the actual constriction. When you put your thumb over the hose you've slowed down the water in the hose, so the pressure goes up. The pressure on the side of your thumb, where the water is moving very fast, is very low. Trust me on this."

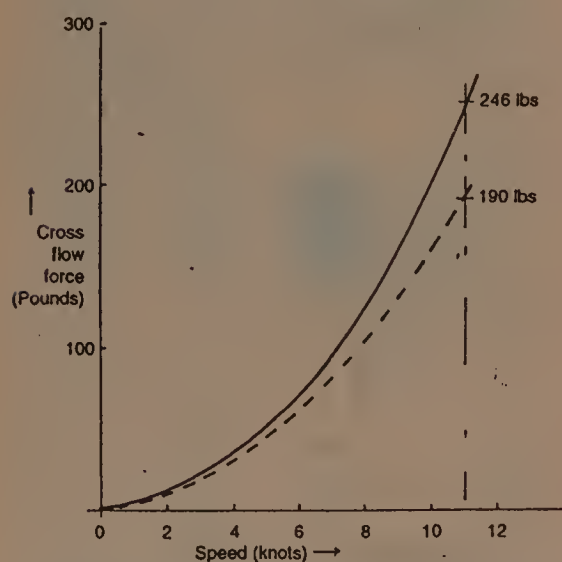
It still didn't feel right, but we'd have to settle that one some other time. For now, I was more worried about my bottom.

"Didn't you tell me once," I asked, "that for a given speed there was a certain roughness beyond which making the hull smoother didn't make any difference at all?"

"That's true for pipes, and water flow along flat plates. Here's another little experiment. . ."

This time she found an old paint can, and held it under the water from the hose. "See how it curls around under the can, and even up the other side a short distance? Now try it with a rough surface."

She wrapped a piece of sandpaper around the same can, and repeated the demonstration. Now the water fell off the bottom of the can much sooner.

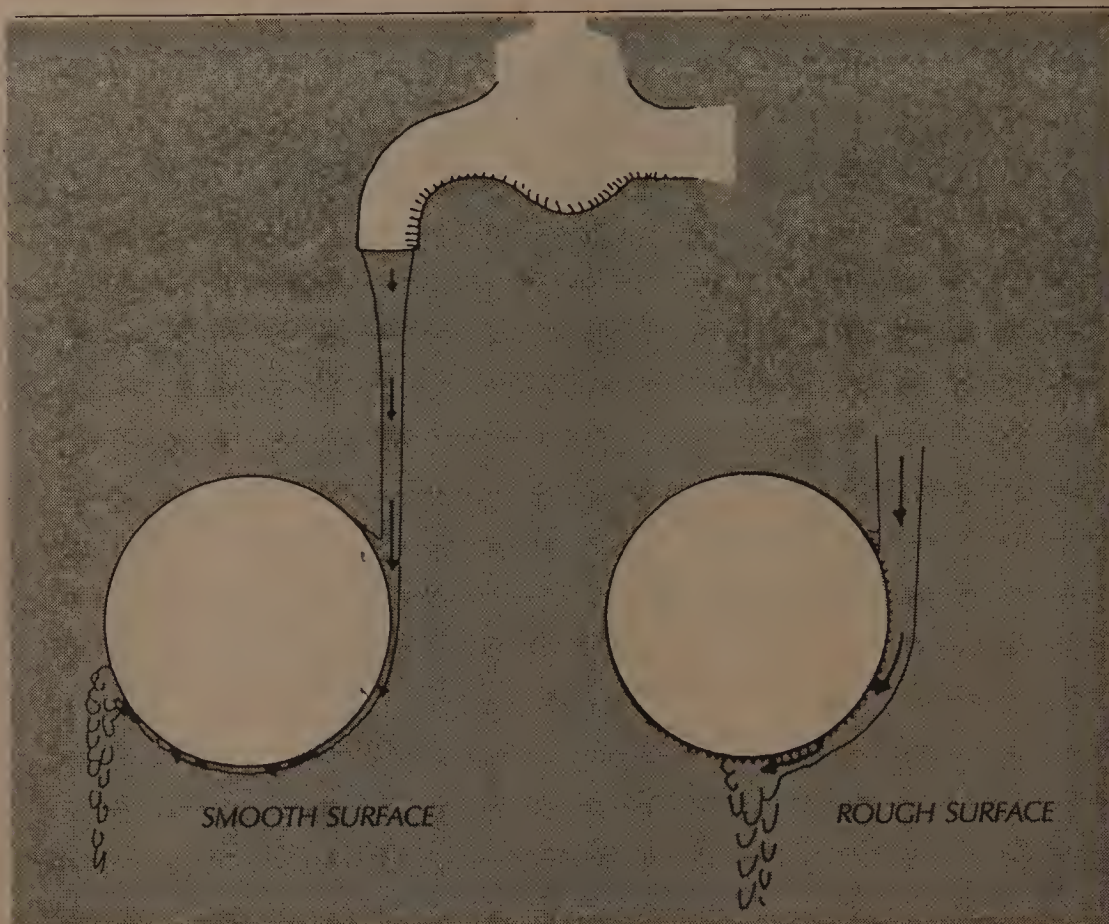


Steering force of two rudder blades wet-sanded with #1200 paper. The solid line indicates the one further polished to a mirror finish.

"See?"

"See what?"

"Look at the difference in the separation point, Max! The smoother surface keeps the flow attached much longer. And since every object moving through the water has at least



The paint-can experiment. A rough surface promotes separation. According to Bethwaite, the effect is still significant "at microscopic roughness and at relatively high speeds."

a small area of separated flow, it's important to get a smooth polish all the way back to the stern."

"Even smoother than hydraulically smooth?"

"According to tests by Frank Bethwaite, yes. By the way, if you haven't read his book, you're missing lots of good stuff."

"I'm working through it slowly," I said.

"Anyway, he took two identical Laser rudders. He finished both with #1200 sandpaper, then buffed one to a mirror finish. Then he tested maximum lifting force from each rudder, and found the one with the mirror finish to be more efficient. And the difference was very big, like 30 percent!"

"You're saying that even #1200 isn't smooth enough?"

"Not for a Laser rudder, certainly. And the implication is that there's no such thing as 'hydraulically smooth', at least as far as a racing sailboat is concerned!"

I looked at the hull of my boat (complete with green chalk marks all over one side) which suddenly seemed much, much larger than it had a few minutes ago.

"Lee, do you realize how many hours of labor you just cost me?"

"Looks like our crew's all here, Max. Gotta fly — if the wind holds, we'll get to the club guest dock in time to download supper."

She hopped on her bicycle and started to

pedal off towards the boat hoist. "Just tickle the leading edge with #600 and don't worry about it," she said over her shoulder as she rode off. "And put a nozzle on that hose, you're wasting water!"

I followed her with my eyes across the yard, to the gleaming hull of the new boat she was about to help launch. Even from this distance I could see things reflected in the keel and rudder. "Number twelve hundred

"Okay,"
I observed
hesitantly,
not at all
sure what the
point was.

sandpaper on the entire hull, and then some?" I said to myself, still not really knowing whether to take her seriously.

Good thing they're in a different division this year!

— max ebb

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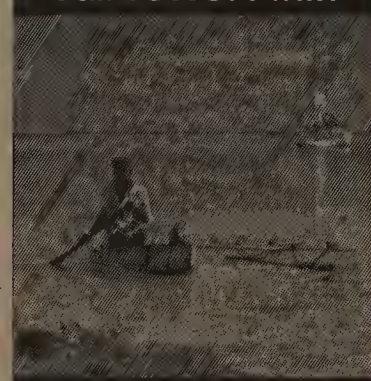
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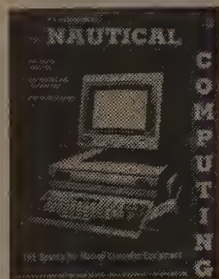
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With reports this month on the delights of **family chartering in Tonga**, perspectives on the **safety of foreign ports**, Antigua's picture-perfect **Classic Yacht Regatta**, how you too can **sail in Arctic latitudes**, a sad case of **back luck in the charter biz** and **Charter Notes**.

Discovering the Pleasures of Tropical Cruising in the Islands of Vava'u

I had wanted to visit the south Pacific since I was a teenager, after reading the works of Harry Pigeon, Irving Johnson and the *Bounty Trilogy*. Finally, last January, my wife Marilyn and I had the pleasure of chartering for eight days in Tonga's Vava'u Group aboard a Moorings 510 sloop. We were joined by two friends from New England, another from Sweden and our children, Sutter and Evan, who were getting their first taste of international cruising.

Before the trip I read several recent articles in *Latitude 38* about Tonga and Fiji, but they didn't help much since they focused more on cruisers than cruising grounds. A trip to the bookstore also proved fruitless. In fact, the best source of information turned out to be The Moorings. They publish their own *Cruising Guide of the Vava'u Group* and their own chart with the anchorages numbered. This guide proved very useful and details were there when needed.

Another useful book was from the Lonely Planet series, *Tonga — A Travel Survival Kit*, which gives lots of information on the islands and population centers.

Let me share some advice won from experience. There were a few transportation

the trip took 24 hours from Los Angeles to Vava'u, with stops at Hawaii, Samoa and Tongatapu. If you can sleep on planes it's not a problem — think of it as an overnight ocean race: sometimes you're on watch, and sometimes you're off (asleep).

Plan to arrive at least a day before your charter so you can recuperate and see the town of Neiafu. Unfortunately, we had a bad experience at the Paradise International Hotel, where, due to a mixup, we were given an 'economy room' — I have less flattering adjectives to describe it. But in town we found some good dining spots, including the Vava'u Guest House where the food is delicious and inexpensive.

The small but efficient Moorings base is managed by Bill Baily and his wife Lisa White, whose knowledge is a wonderful resource, since they spent years cruising these and other South Pacific islands aboard their H-28. Their orientation and checkout are very thorough and their patience with customers is most helpful.

Since most of my sailing has been in California's deep waters, I was a bit worried around the coral heads. But I was pleased to

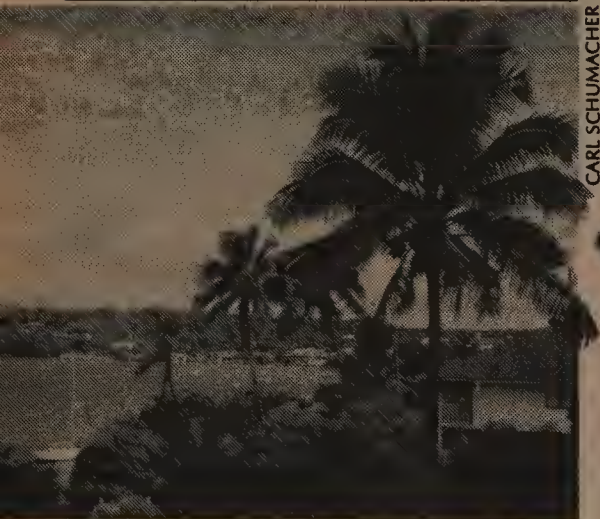


behind you, keeping someone on the bow and proceeding with caution, you will have no problems.

At first we stuck to the deeper areas of the chart, but soon we became more confident and began to enjoy the pleasures of shallower anchorages. Remember though, there is a three-foot tidal difference, so give yourself a margin at high tide.

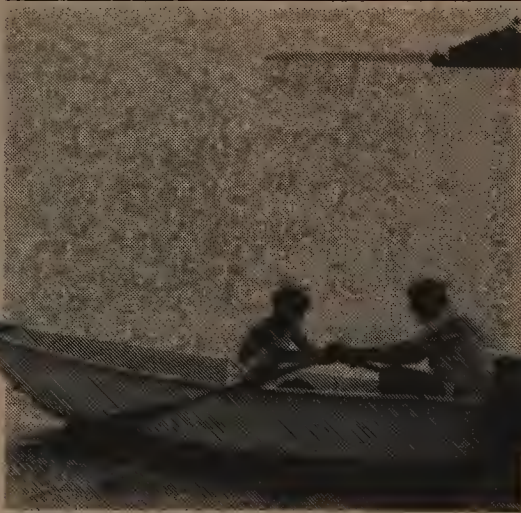
The islands are so close together that you only need line of sight navigation. We found we could stop at more exposed anchorages for day explorations and lunch stops, then move on to a night spot with better protection. Because of the reef system on the eastern and southern edges of the group, the water was very smooth, even when the wind kicked up in the afternoon. Sailing conditions were great, and in January most of the transient boats had escaped to New Zealand for the hurricane season, so we rarely had to share an anchorage.

We had such a thoroughly good time that it is hard to pick out the highlights. The thought comes to mind, "so many islands, so little time." Referencing numbers on the chart, our favorite anchorages were Euakafa (#32), Kenutu (#30), Mounou (#41), Luahiapo (#36) and Foeaata (#14). And if you can muster the courage, do try to swim into Mariner's Cave. This renowned landmark has an underwater entrance three to six



After the long flight to Tonga, the tropical beauty of Neiafu's harbor is a refreshing sight.

options, but we found the best price to be Polynesian Air, a Samoan-based company. Although service on the flight was superb,



Special moments shared between father and son create lasting memories of a charter vacation.

discover that if you follow the advice of the cruising guide, it is really quite simple. Tonga is a great place to learn about tropical sailing because the water is very deep between the islands and clear in the shoal areas. If you plan your approaches so that the sun is

CARL SCHUMACHER

CARL SCHUMACHER



CARL SCHUMACHER

The Schumacher crew beams with tropical delight in Tonga's peaceful Kingdom.

feet below the surface (depending on the tide). The thrill that our whole family experienced when we were all in there together — sharing 'high fives' and exclamations of joy — is one that parents live for and children will never forget!

Looking back, I consider the eight days we were on the boat to be a minimum. It takes a couple of days to acclimate and get comfortable handling the boat — and you also may need a couple days for bad weather to clear out. Jim Corenman's article in the February *Latitude 38* fits exactly what we experienced: four days of rain, followed by six days of paradise. Would we go again? In a New York minute!

— carl schumacher
alameda

Ed. note — We'll heed Carl's travel tips during Latitude 38's flotilla to Tonga, June 20. Boats are going fast, so if you want to see the 'Kingdom' for yourself, book now!

Keeping Bad News in Perspective

As we noted in this month's *Sightings*, there have been some rather shocking headlines coming out of Antigua lately in connection with the brutal murders of four sailors at

Barbuda. Needless to say, this event has sent shockwaves through the local charter fleet and made potential charter clients uneasy.

While this incident was indeed tragic — and we too remain curious about the details — we feel obligated to put this sad case in perspective. All too often a single isolated event or two can trigger an unrealistic response from vacationers. It's true that the Caribbean has its criminals, and occasionally tourists or sailors fall prey to their scams or violent attacks. But the vast cruising grounds between Puerto Rico and Venezuela are like a fairyland compared to just about any American city you could name — the chance of getting mugged or accosted in San Francisco is about a hundred times higher than in Antigua, Tortola or St. Martin.

Sadly, no foreign destination is completely immune to crime or violence, but keep in mind that there is general agreement by foreigners that the good old U.S.A. is the most violent nation on earth, and unfortunately crime statistics bear this out. The point is, you always need to be cautious and streetwise when traveling away from home, but to write off an entire country or region because of a few nasty headlines is overreacting.

Take, for example, Turkey. Most European sailors consider the Turkish coast to be one of the friendliest and most unspoiled sailing destinations there is. In contrast to many overdeveloped Greek islands, the Tur-

quoise Coast is still only marginally developed and boasts a wealth of well-preserved ancient ruins. However, several well-publicized acts of violence by a Kurdish separatist group left many charterers asking the question last summer, "Is it safe?" We think it is. In fact, veteran Aegean sailors generally agree that Turks are some of the most honest and hospitable folks you will find anywhere in Europe or the Near East.

We talk about traveling to New York, Paris or Rome without a second thought, yet if we were to read the police blotters of any of those cities we might double bolt the front door and never dream of leaving home. Unfortunately, only bad news makes the papers. We say go ahead and take that trip, but be well-informed and sensible.

— latitude/at

Antigua's Classic Yacht Regatta: A Floating Museum of Nautical Grace

The word is out that 250 boats are expected to compete during Antigua Sailing Week next month (April 24 - May 1). As we constantly remind you, this week-long funfest is the Caribbean's grandest regatta, which attracts competitors from all points of

Local kids enjoy simple pleasures like messing about in boats, in the absence of Nintendo, skateboards and Rollerblades.

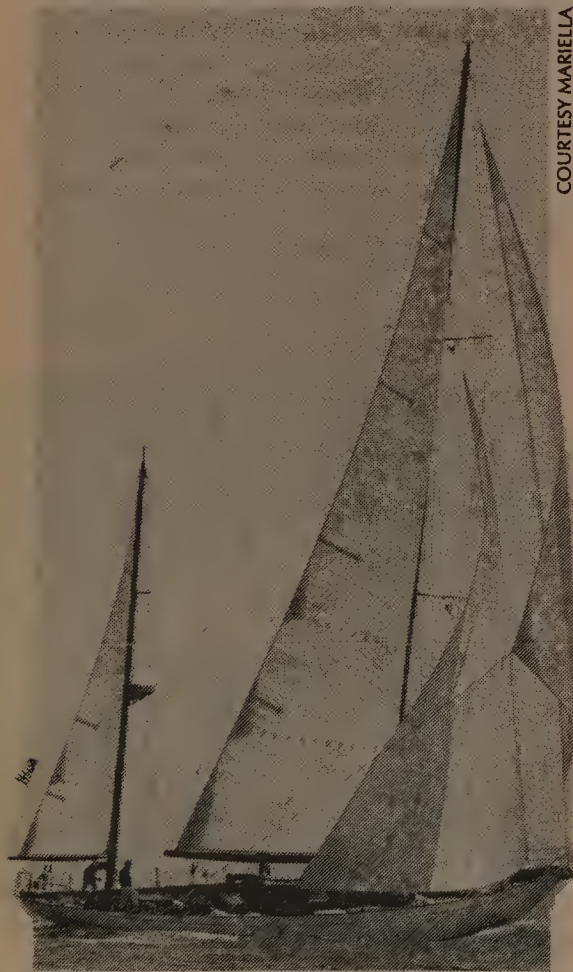
CARL SCHUMACHER



WORLD

the compass — Venezuela, Trinidad, Barbados, Guadeloupe, St. Martin, Tortola, St. Thomas, Puerto Rico, Europe, the U.S. and Canada. The racing is always keen and the parties are virtually non-stop. If you can't find high times and camaraderie here, you might as well hang up your Topsiders; it's a week of raucous, sun-soaked revelry where spectating is almost as much fun as competing (well, almost).

But you already know all this. Hopefully your boat has already been chartered and your bags are packed. What you might not know, however, is that the week prior to 'Race Week' an entirely different regatta is held, where the focus is on fine lines, beauty and grace as opposed to hull speed and cutting-edge technology. Like Race Week, the annual Antigua Classic Yacht Regatta



Built in 1939 by William Fife and Sons of Scotland, 'Mariella' is as elegant today as the day she was launched.

(April 16-21) seems to be growing in attendance every season. Now in its seventh year, the Regatta will attract a dazzling array

COURTESY MARIELLA



of classic sailing craft — without exaggeration, many of the finest sailing yachts afloat. The early entry list includes such notables as the 72-foot *Ticonderoga* designed by L. Francis Herreshoff (1936), the 53-foot S&S yawl *Stormy Weather* (1935), the 105-foot *Whitehawk* (1978) which was designed by Bruce King after the lines of *Ticonderoga*, but with a faster, modern underbelly, the 71-foot *Tivoli* built by Italy's Sangermani Yard (1967), the 79-foot *Fife Mariella* (1938) and the 65-foot *Alden Id* (1940), to name but a few.

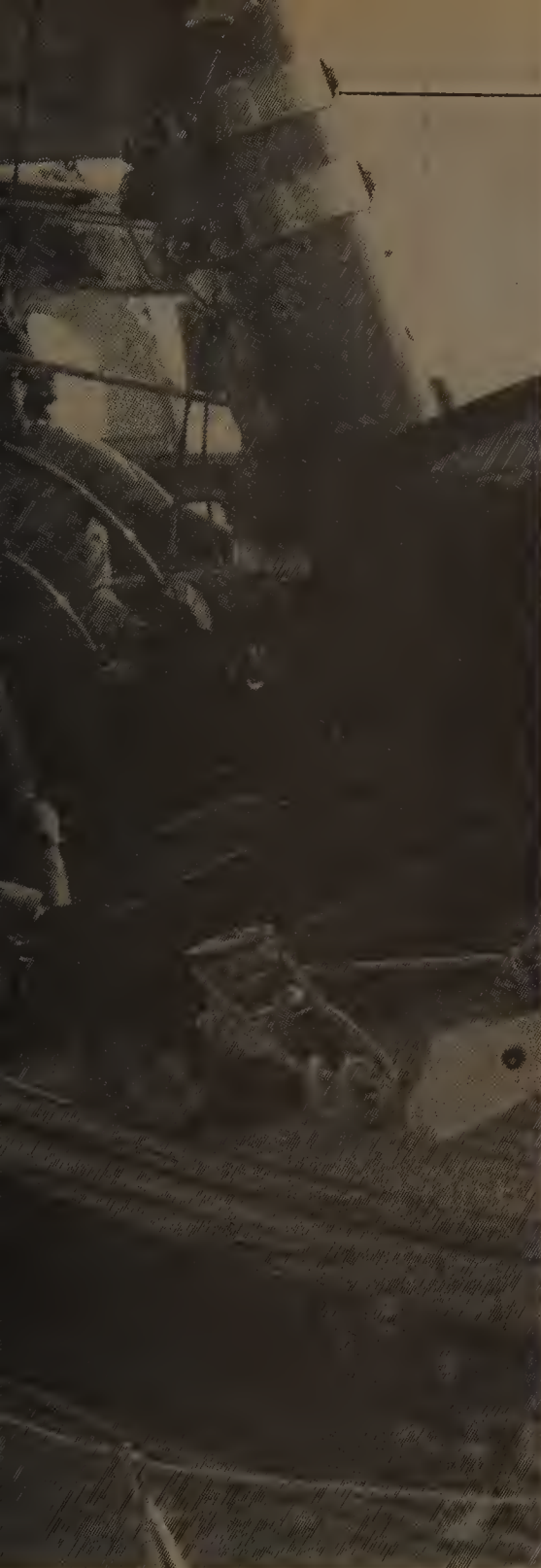
If you are a classic yacht lover, this is your event. Just seeing these beauties lined up stern-to at Nelson's Dockyard is delightful enough, but to actually watch them sail together en masse is like a dream come true. The starting line action — with Antigua's craggy cliffs in the background, 20 knots of

With 13,000 square feet of sail driving her to windward, the magnificent 105-foot 'Whitehawk' combines power and grace.

breeze blowing and the tropical sun glistening off fresh coats of varnish — is almost too much to bear.

The event begins with the Parade of Classics, a grand promenade past the Antigua Yacht Club in Falmouth Harbour. In addition to several races, there will be related events such as a rowing race (organized by author Don Street) and an Edwardian Dinner where guests arrive in period costumes.

How can you be part of it? Nicholson's Yacht Charters (809-460-1530) may still have a charter opening among their fleet of classics, or check with bareboat operators in Antigua (Sun Yacht Charters 800-772-3500) or Guadeloupe (The Moorings 800-535-7289 or ATM 800-634-8822). Just about every bareboat in the central Caribbean is



COURTESY WHITEHAWK/NEWPORT YACHT SERVICES

too seaworthy by today's standards, but the *St. Nick* and her sisterships have already successfully completed several epic voyages since their launching in 1991.

This year, a series of 14-day departures are offered between May 27 and September 3, which individuals may join on a share basis (\$2,950 per person including air, transfers, visas, the works). The idea is to retrace trade routes of ancient Russian and Scandinavian sailors, learning about their cultural heritage en route. Stops include Reindeer Island, the White Palace of the Tsars and the place Rasputin was killed.

Interested? Get yourself a warm coat and call Polar Odyssey Tours at 406-755-5011.

The Joys of Charter Yacht Ownership

What could be better than owning a luxury yacht and having the expenses offset by chartering her out in the Caribbean? A lot of things, actually. A whole lot of things.

While such a situation might look great

expensive, and poor work at extremely high rates is not unheard of. Further, the charter business is spotty and many competitors are so wealthy they cheerfully operate at a loss forever. Then there's the matter of theft, either by locals or perhaps disgruntled former captains and crew.

David Lohrey's Tiburon-based Swan 59 *Perseverance* is just the most recent example of a boat that's suffered. After arriving from Tahiti in December, she was slated to be based out of Swan's charter office in St. Martin, but that gig is definitely up due to a major robbery.

The story goes that a young relative of Lohrey's was lured off the boat by former crew and kept out late one night. When he returned, the dark blue Swan had been stripped of much of its expensive gear. This included several SSB radios, extensive electronics (including a 48-mile radar which had been mounted on a stern mast), the dinghy and outboards, and loads of other personal gear. The total value of the caper was easily tens of thousands of dollars.



COURTESY TIVOLI/NICHOLSON YACHT CHARTERS

already booked for Race Week, but there are still some openings the week prior.

For more information about the event contact Jol Byerly of Nicholson's Yacht Sales at 809-460-1093.

Voyaging in the Wake of Vikings

One of the most unusual items to cross the *World of Chartering* desk this winter is the announcement of an uncoming series of voyages planned by a group of Russian sailor/shipbuilders called **Polar Odyssey**. If you want to do some sailing far afield — that is, way, way out there — this could be the trip for you.

The 45-foot, three-masted vessel *St. Nicholas* is not your typical charter yacht. If you saw her you'd say she belongs in another century, and, in fact, she does. This buxom wooden craft is a replica of an ancient Viking ship (called a "lodya") from the era of Peter the Great. She may not look

from a distance, the potential for frustrations and problems is enormous. Captains and crews, especially in the tropics, are often unreliable. Getting parts is difficult and

Among the old guard of Caribbean charter yachts, 'Tivoli' is a treasure of European styling and craftsmanship.

Perseverance is reportedly about to head back to California. This is not the way it's supposed to work!

WORLD OF CHARTERING

Charter Notes

With buckets of snow on the mountain-tops, it may seem like summer is a long way off. But wise charterers are already making plans for summer getaways. As our regular readers know, June through September is the prime time to sail in the **Pacific Northwest, the Aegean**, and South Pacific islands like **Tahiti, Tonga** and **Fiji**.

As the U.S. economy loosens up a bit, charter companies in all these areas are hoping for an excellent summer season.

Many California sailors write off the Pacific Northwest as a charter destination due to its cool waters, but the area's unspoiled beauty and abundance of marine life are hard to beat. In a week of sailing you are almost guaranteed to see bald eagles in the treetops and pods of graceful killer whales gliding down the channels. For variety, check out **Bosun's Charters'** special skippered charters which combine sailing with kayaking or mountain biking.

In Greece, **GPSC Charters** has announced the addition of a deluxe new 58-foot bareboat which combines high performance and luxury. *Arianna* features fine teak decks, top notch nav gear and hardwood

KATE RILEY



Roughing it in the Sea of Cortez, Grady Guinee and Dan Carr of Santa Cruz catch up on the latest news from home.

detailing below.

The Moorings always seems to be adding new boats to their worldwide mega-fleet. This month a 51-footer arrives in Fiji, with three more bareboats expected in May.

In the Bahamas, they've expanded their fleet from 10 to 13 boats and have moved their base to Marsh Harbor, in the Abacos. (The French firm Jet Sea closed up shop there last year.) In addition to monohulls (up to 40 feet), the fleet now includes 37 and 42-foot Jeanneau Lagoon catamarans — ideal to keep you from bouncing on bottom!

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“I talked myself out of a bareboat vacation **for years.**”

“I consider myself a pretty fair sailor, even if it's only on weekends. Started with a little 23' Ranger. Moved up to a 30-footer. I've sailed on lots of lakes, some coastal bays. But there was something about making that jump to the Caribbean.

“I had *lots* of doubts — like would I be able to handle a bigger boat? What about the weather? Navigation? What if something went wrong? And on and on, you know, talking myself out of something I've wanted to try for years.

“Some friends suggested that I call The Moorings, and finally I did. Took the whole family to the B.V.I. and chartered a Moorings 40' bareboat yacht. They have a 'Friendly Skipper' program where an experienced captain sailed with us for a couple of days till I got the hang of it.

“Big surprise: Sailing a 40' is easier than a 30'. Navigation is by sight (you can see your destination; the entire B.V.I. sailing area is protected and would fit into Long Island Sound). The weather was perfect (it always is down there, I found out). The water was warm and beautiful. The Moorings handles everything.

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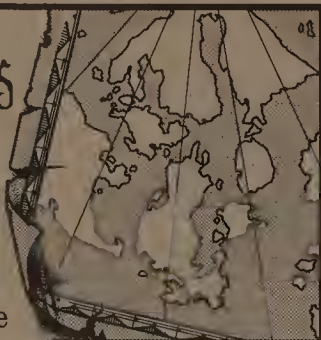
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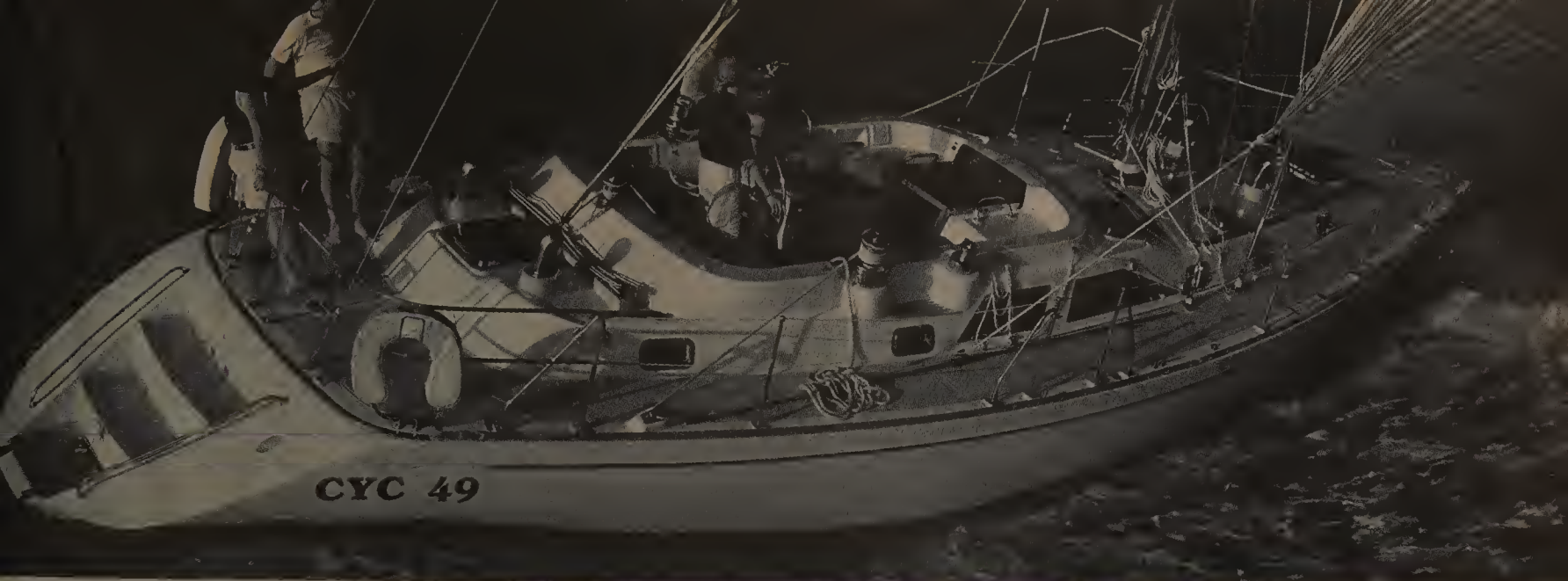


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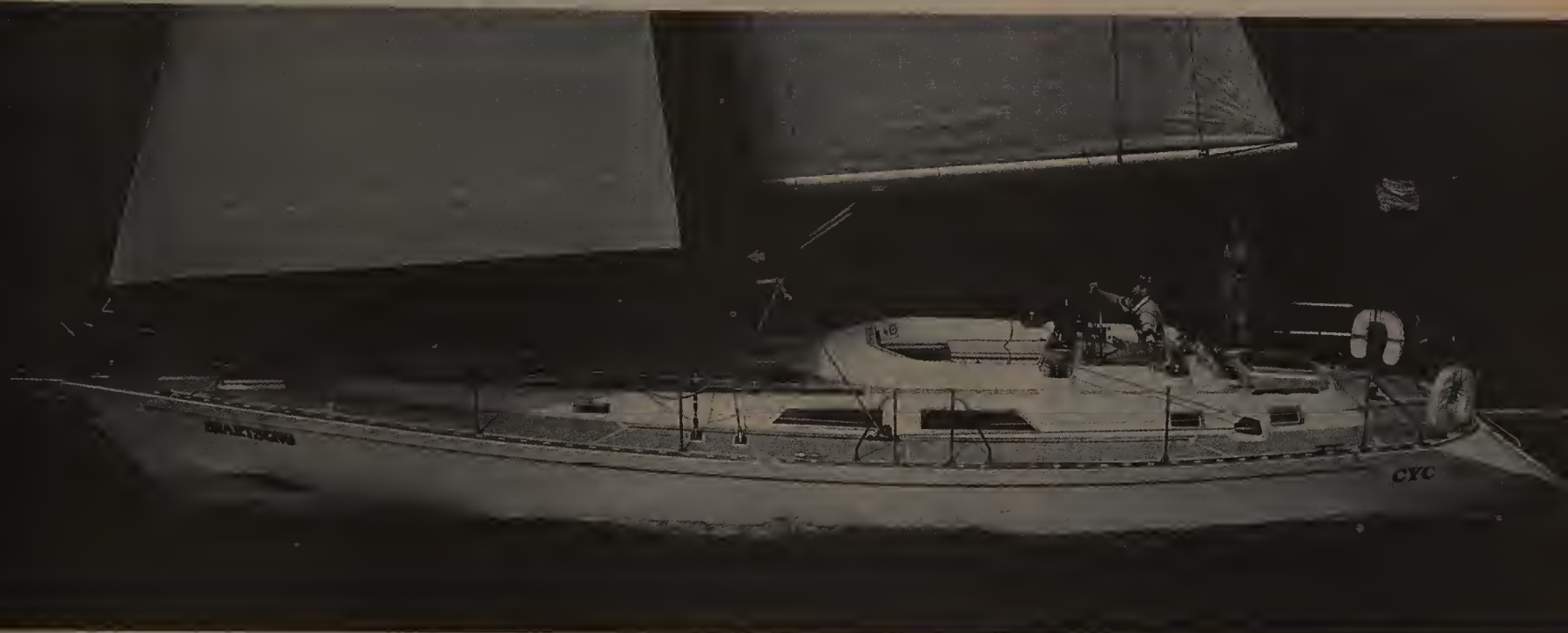
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THE RACING

With reports this month on the **Rolex Yachtsmen and Yachtswomen of the Year Awards**; six different **midwinter races**, including a photo essay of the **Berkeley/Metropolitan Midwinters**; a quick **Whitbread Race** update; and the standard leftovers at the end known as **race notes**.

Rolex Yachtspeople

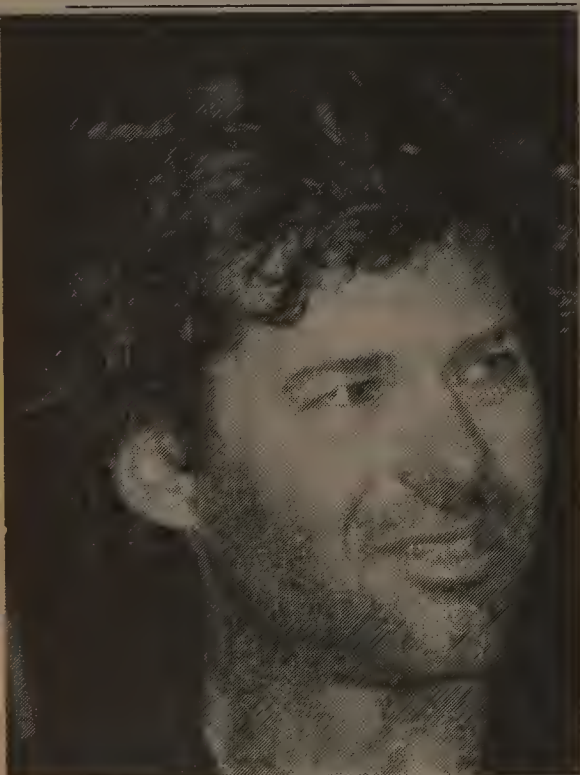
Cam Lewis and Betsy Allison were recently selected as the 1993 Rolex Yachtsman and Yachtswomen of the Year, emblematic of sailing excellence in the year just completed. Lewis, the 36-year-old multihull expert from Lincolnville, Maine, earned the honor for his role in *Commodore Explorer's* celebrated 79-day, 6-hour, 15-minute circumnavigation. Allison, a 33-year-old Sobstad sailmaker from Newport, RI, won on the strength of dominating the Rolex International Women's Keelboat Championship (in J/24s) for the third time.

The selections were made by a panel of 13 'noted' sailing journalists (which somehow included ourselves and contributing editor Shimon Van Collie) after the general membership of US Sailing voted on a slate of nominees. The choices for Yachtsman were

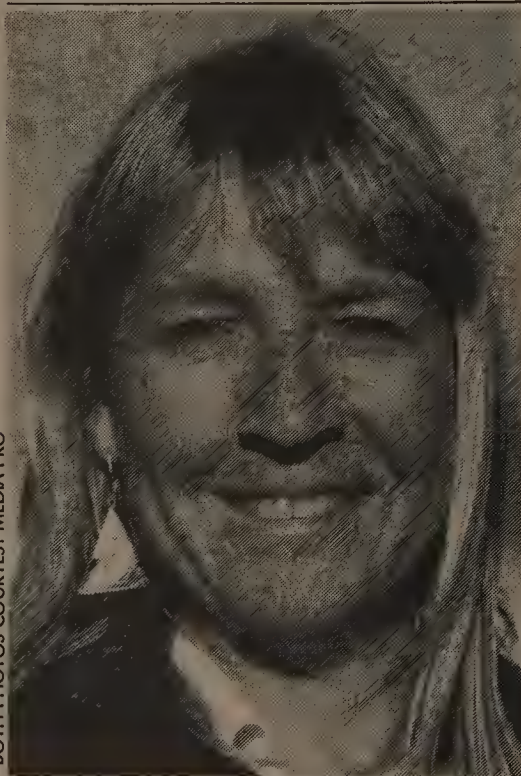
champion), Dawn Riley (big boats) and Hannah Swett (various classes).

The choice of Allison as Yachtswoman of the Year was pretty straightforward: winning the Rolex Keelboat Championship, an even bigger deal than the annual Adams Cup, is a pretty sure ticket. This was Betsy's fourth Yachtswoman title, an unprecedented record. Previously, she won in '81, '82 and '84. "For me, sailing is a personal as well as a competitive challenge," she said. "It's not just the goal of beating my competitors, but the chance to better myself that keeps the sport exciting. I'm constantly trying to learn something new or find a better way to do things. The only way to keep improving is to keep an open mind."

Yachtsman of the Year honors came down to a tough decision between either Lewis or perennial J/24 world champion Ken Read — a real 'apples and oranges' choice. Traditionally, the Rolex award has gone to skippers only, with a preference towards international, Olympic or America's Cup



Above, multihulling Maineiac Cam Lewis. Right, four-timer Betsy Allison.



BOTH PHOTOS COURTESY MEDIA PRO

Lewis, Ken Read (J/24 god), Joe Londrigan (Star world champion), Bill Draheim (Thistle national champ), Chris Larson (J/22 NA champ) and Robie Pierce (Independence Cup winner). For Yachtswomen, the nominees were Allison, Lanee Butler (Mistral

excellence. Thus, it was refreshing to see this pattern broken to acknowledge Lewis's remarkable accomplishment.

"This was definitely my toughest and most exhilarating challenge so far," said Lewis. "The goal of sailing around the entire planet



— with all the teamwork, sailing strategy and seamanship that it required — made it very emotional. To be recognized in this way for this adventure is a great honor. I'm thrilled that others see its importance as I do."

Corinthian YC Midwinters

The Corinthian YC Midwinters concluded with races three and four on the schizophrenic weekend of February 19-20. A picture essay of Saturday's 'blowout' appears on pages 110-113.

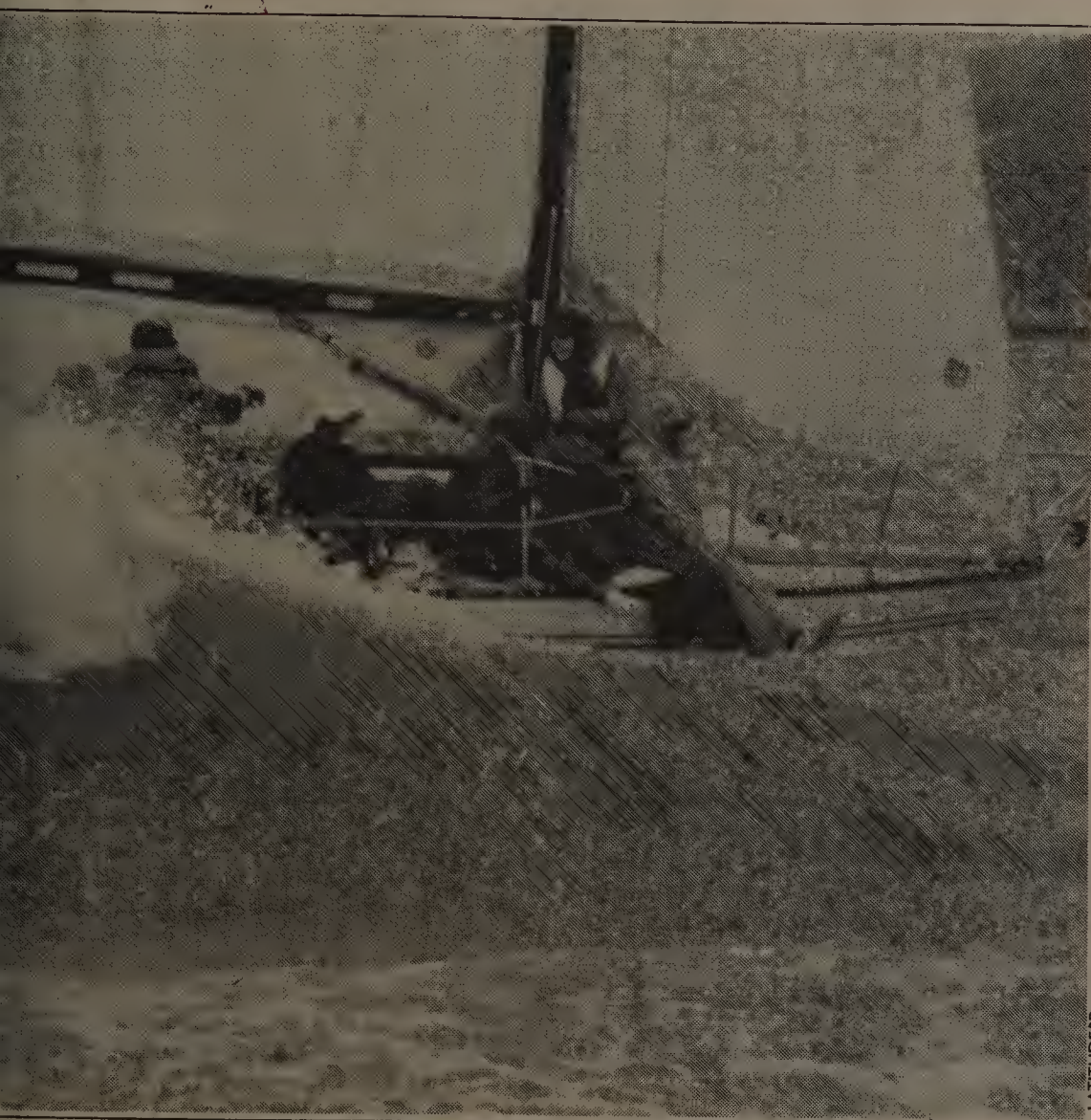
Results of the weekend follow. Overall winners will be listed in next month's midwinter wrap-up.

SATURDAY, 2/19:

PHRF I (0-72) — 1) *Fever*, J/35, Danieli/Russell; 2) *Leading Lady*, Peterson 40, Bob Klein; 3) *G.U.*, Express 37, Chuck Cunningham. (6 boats)

PHRF II (73-99) — 1) *My Rubber Ducky*, Hobie 33, Lee Garami; 2) *National Biscuit*, Schumacher 35, Colin Case; 3) *Ozone*, Olson 34, Carl Bauer. (7 boats)

PHRF III (100-138) — 1) *Guneukitschek*, Express 27, John Collins; 2) *Mr. Bad Example*, Express 27, Gruver/Hauser; 3) *Windchaser*, Ericson 35 Mk. III, Dick Cranor. (8 boats)



Corinthian YC midwinter action. Summer — and even more wind — is just around the corner. Are your boat and crew ready?

PHRF IV (139-172) — Race abandoned.

PHRF V (173-up) — 1) **Summer Wind**, O'Day 27, James Nuss; 2) **Faraway**, O'Day 27, Jim Mueller. (4 boats)

NON-SPINNAKER (0-185) — 1) **Isle of Skye**, Tartan 33, Jeff McQueen; 2) **Shibumi**, Cal 9.2, Larry Matthews; 3) **Starlight**, Capri 30, Ronald Lee. (5 boats)

NON-SPINNAKER (186-up) — 1) **Sudden Impulse**, Catalina 27, Kevin Rooney; 2) **Sun Dancer**, Santana 22, Bob Counts; 3) **Santa Maria**, Santana 22, Chris Giovacchini. (4 boats)

SHORTHANDED — 1) **Roadhouse Blues**, Hawk-farm, Brian Boschma. (1 boat)

MULTIHULL — 1) **Aotea**, Antrim 40, Peter Hogg; 2) **Erin**, Antrim 30, Jack Sheldon. (4 boats)

ETCHELLS — 1) **Illusion**, Kevin Burrell. (1 boat)

SOLING — 1) **Pandemonium**, Ken Grayson. (2 boats)

11:METRE — 1) **Sebastiani Vineyards**, John Sweeney; 2) **Adrenalin Rush**, Dinkel/Luckes; 3) **Ronstan**, Alistair Murray. (5 boats)

KNARR — Race abandoned.

IOD — 1) **Harem**, Noel Markley. (1 boat)

SUNDAY, 2/20:

PHRF I (0-72) — 1) **Leading Lady**, Peterson 40, Bob Klein; 2) **Zamazaan**, Farr 52, Chuck Weghorn; 3) **X-Dream**, Jeppeson 39, Steen Moller. (8 boats)

PHRF II (73-99) — 1) **My Rubber Ducky**, Hobie 33, Lee Garami; 2) **Limelight**, J/105, Harry Blake; 3) **National Biscuit**, Schumacher 35, Colin Case. (8 boats)

PHRF III (100-138) — 1) **Mr. Bad Example**, Express 27, Dave Gruver/John Hauser; 2) **Fire Drill**, Tartan Ten, Lambert Thom; 3) **Guneukitschek**, Express 27, John Collins. (14 boats)

PHRF IV (139-172) — 1) **Alchemy**, Olson 25, Joe Kitterman, Sr.; 2) **Frenzy**, Moore 24, Lon Woodrum; 3) **Movin On**, Jeanneau 30, Bob Neal. (10 boats)

PHRF V (173-up) — 1) **Groundhog Day**, Santana 20, Spooze Syndicate; 2) **Trey Shay**, Catalina 30, John Jacobs; 3) **Ah Wilderness!**, Wilderness 21, Jim Gibbs. (7 boats)

NON-SPINNAKER (0-185) — 1) **QE3**, Tartan Ten, Greg Melanson; 2) **Blew-By-You**, C&C 31, Anthony Fisher; 3) **Night Train**, Islander 36, Bill Canada. (8 boats)

NON-SPINNAKER (186-up) — 1) **Tension II**, Cal 20, John Nooteboom; 2) **Aolele IV**, Julian Barnett; 3) **Samsara**, Kim Ford/Kay Rudiger. (9 boats)

SHORTHANDED — No starters.

MULTIHULL — 1) **Wingit**, F/27, Ray Wells; 2)

Triptych, Ken Kinoshita; 3) **Aotea**, Antrim 40, Peter Hogg. (5 boats)

ETCHELLS — No starters.

SOLING — 1) **Derf**, Pete Rowland/Jaime O'Bryan. (2 boats)

11:METRE — 1) **Adrenalin Rush**, Tom Dinkel/Mark Luckes; 2) **Sebastiani Vineyards**, John Sweeney. (4 boats)

KNARR — 1) **Gjendin**, Michael Roy; 2) **Gannet**, Bob Thalman; 3) **Cardinal Sagehen**, Doug Hansen. (7 boats)

IOD — 1) **Quickstep II**, Mark Pearce. (2 boats)

RYC Small Boat Midwinters

A relatively small fleet of just over 100 dinghies showed up despite inclement weather for Richmond YC's third Small Boat Midwinters on February 6. In a soggy southerly, racers on both courses got in the maximum amount of races, three on the outside race track and five inside. The Lasers, however, had a massive amount of boats over early in their last heat, so the results of that race were not scored. "We have a 'no general recall' policy, or we'd be out there all day," explained race official Caroline Groen.

The new open division attracted twelve dinghies — four FJs, three Sunfish, two JY-15s, a Coronado 15, a Daysailor and a 470. They raced under the Portsmouth Rule (essentially a PHRF system for small boats), and the experiment seemed to be a success. Classes that don't field five boats on any given day will apparently be lumped together in the open division from now on.

The last Small Boat Midwinters will occur on Sunday, March 6, with a champagne awards ceremony to follow. The second (and last) Sail A Small Boat Day is scheduled at Richmond YC for Saturday, March 5. The SBRA summer series kicks off with the popular Season Opener on April 9-10, once again hosted by RYC.

INNER COURSE (5 races):

EL TORO, JR. — 1) N. Nash; 2) R. Sjoberg; 3) K. Hall; 4) C. Freitas; 5) J. Martin. (11 boats)

EL TORO, SR. — 1) Dennis Silva; 2) George Morris; 3) Frank Healy. (7 boats)

JESTER — 1) Chris Watts; 2) Andre Lacour; 3) Dennis Bassano. (6 boats)

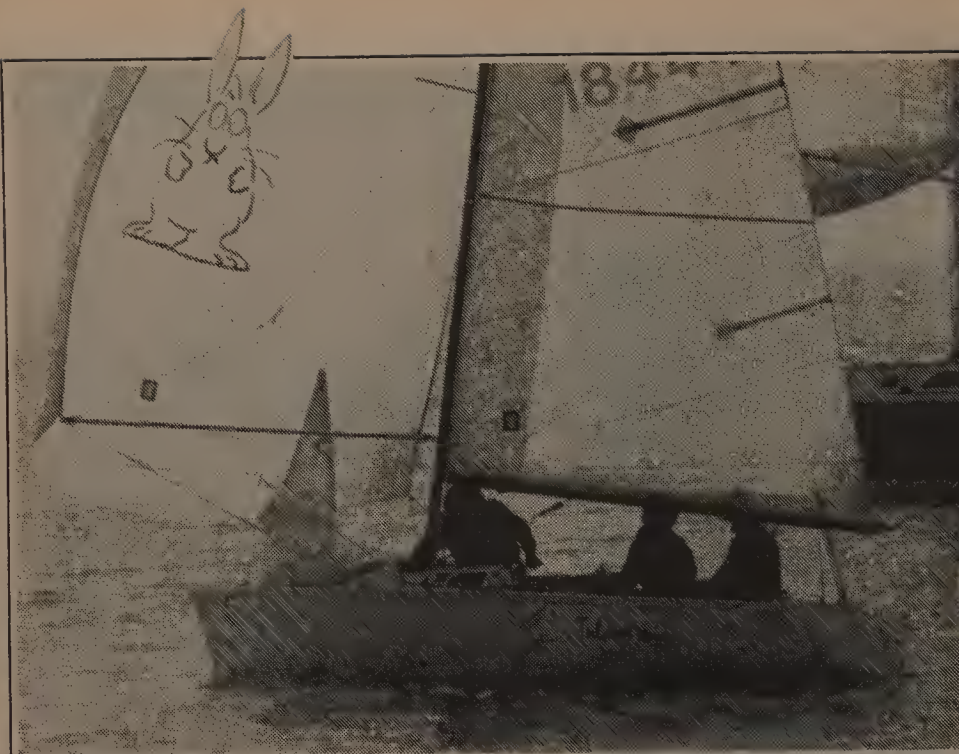
SNIPE — 1) The Grubbs; 2) Packy Davis; 3) Ned Niccolls. (7 boats)

OUTER COURSE (3 races):

INTERNATIONAL 14 — 1) Keith Stahnke; 2) Kurt Schmidt; 3) Dave Bernsten; 4) (tie) Jim Wondolleck & Andrew Bates. (13 boats)

INTERNATIONAL CANOE — 1) Del Olsen; 2) Gary Boell; 3) Fran DeFaymoreau. (5 boats)

THISTLE — 1) Kris Vogelsong; 2) Kim Zetterberg;



3) Steve Gruver. (6 boats)

LASER — 1) Patrick Andreasen; 2) Matt McQueen; 3) Andrew Moldsworth; 4) Skip McCormack; 5) Paul Allen; 6) Madhaven Thirumulin. (20 boats)

WYLIE WABBIT — 1) Colin Moore; 2) Mark Harpainter; 3) Jon Stewart. (7 boats)

LASER II — 1) LeeAnn Need; 2) Katherina Kuzina; 3) Rich Lovell; 4) Mark Breen. (10 boats)

OPEN — 1) B. Worsham, JY-15; 2) D. Coe,

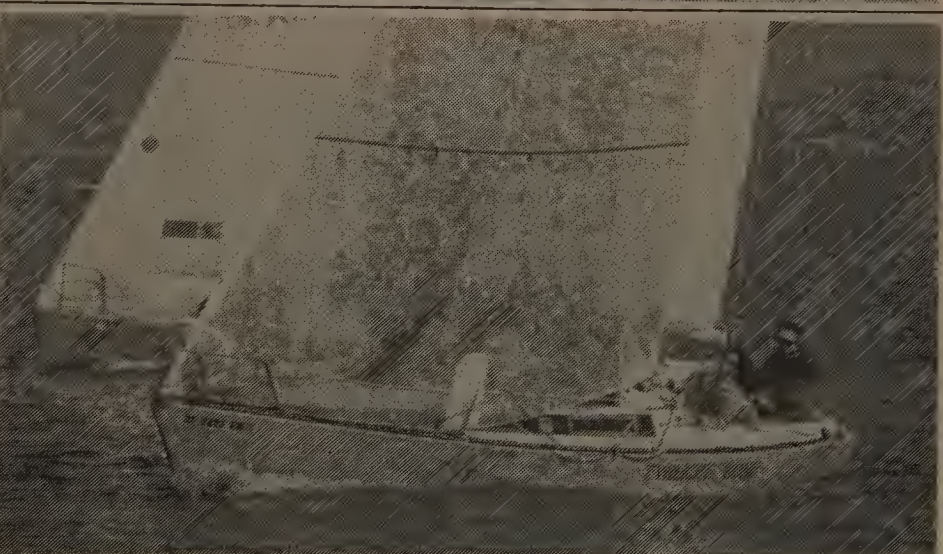
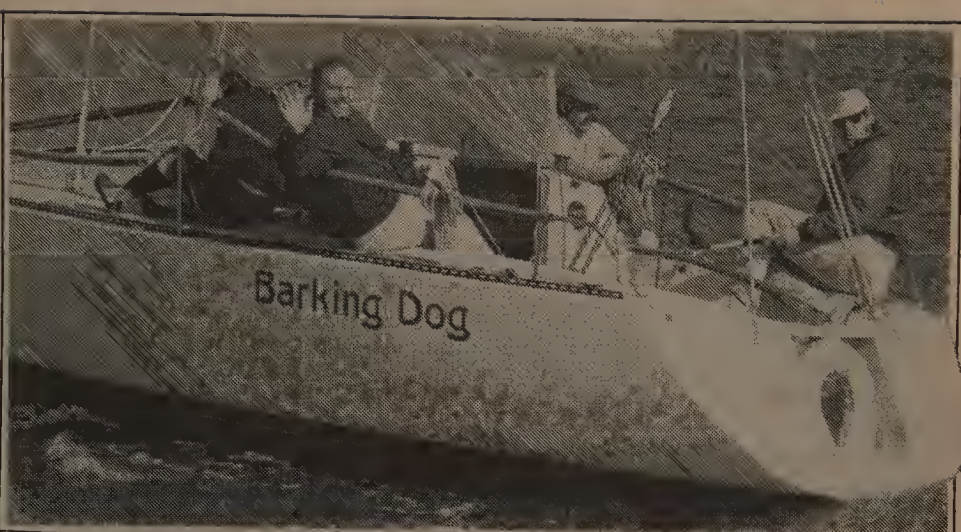
Sunfish; 3) L. Brandon, FJ; 4) R. Schofield, Coronado 15. (12 boats)

BYC/MYCO Midwinters

The Berkeley/Metropolitan Midwinter Series concluded with three races last month, one more than usual. The first race, held on the rainy day of February 6, was a make-up race for the ill-fated Sunday Series. The last two races were held on February 12-13,

each enjoying classic light air midwinter conditions (see photo essay above).

The traditional Champion of Champions Race, open to overall class winners of either day, will be contested on March 5. The awards ceremony (for the entire Midwinter Series as well as the Champs) follows. "Now that everyone's tuned up, why not join us for the Wheeler Regatta on March 26-27?" urged race official Bobbi Tosse.



Scenes from February's flat water, light air BYC/MYCO midwinters. All photos/rob.

Results of the individual races follow. We'll keep you in suspense regarding overall winners until next month.

SUNDAY, 2/6:

DIV. I (0-132) — 1) **Special Edition**, Wilderness 30, Eric Sultan; 2) **Rascal**, Wilderness 30SX, Pat

Brown. (5 boats)

DIV. II (135-195) — 1) **Antares**, Islander 30 Mk. II, Larry Telford; 2) **Twilight Zone**, Merit 25, Paul Kamen; 3) **Doctor Who**, Merit 25, John Drewery. (9 boats)

DIV. III (198-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Alliance**, Cal 2-27, Conley/Foster; 3) **Con Carino**, Cal 2-27, Gary Albright. (6 boats)

DIV. IV (207-up) — 1) **Madman X H₂O**, Tuna 20, Steve Katzman. (2 boats)

OLSON 30 — 1) **Family Hour**, Mike Bilafer; 2) **Think Fast!**, Al Holt. (4 boats)

EXPRESS 27 — 1) **Moonlight**, Franklin/Schumacher. (3 boats)

WABBIT — No starters (conflict with RYC Midwinters).

OLSON 25 — 1) **Jenni**, Jay Aiken; 2) **Vivace**, Bill Riess. (4 boats)

J/24 — 1) **Frogflips**, Richard Stockdale. (2 boats)

INTERNATIONAL FOLKBOAT — 1) **Reliance**,

THE RACING

Reed Overshiner. (3 boats)

SATURDAY, 2/12:

DIV. A (0-117) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Advantage II**, J/29, Pat & Will Benedict; 3) **Rascal**, Wilderness 30SX, Pat Brown. (7 boats)

DIV. A-2 (120-132) — 1) **Uptight Emma**, Olson 911S, Scott Owens; 2) **Redux**, Olson 911S, Nick Barnhill. (4 boats)

DIV. B (135-195) — 1) **Heatwave**, Wavelength 24, Mike Whalen; 2) **Mustang Sally**, WylieCat, Dave Wahle; 3) **Nighthawk**, Hawkfarm, John Siegel. (11 boats)

DIV. D (207-up) — 1) **Jubilee**, Ariel, Don Morrison; 2) **Madman X H₂O**, Tuna 20, Steve Katzman; 3) **US**, Santana 22, Jim Samuels. (6 boats)

11:METRE — 1) **Rosebud**, Seadon Wijssen; 2) **Team Sebastiani**, John Sweeney; 3) **Adrenaline Rush**, Tom Dinkel. (6 boats)

MELGES 24 — 1) **Carbonated**, Hans Williams; 2) **Snowman**, Greg Dyer. (4 boats)

OLSON 30 — 1) **Saint Anne**, Dick & Bruce Heckman; 2) **White Knuckles**, Dan Benjamin; 3) **Think Fast!**, Al Holt. (9 boats)

EXPRESS 27 — 1) **Sonita**, Norman Davant/A. Knier; 2) **Jalapeno**, John Stewart; 3) **Abigail Morgan**, Ron Kell; 4) **Frog in French**, Kame Richards; 5) **Curses!**, Blanchette/Descamps. (22 boats)

MOORE 24 — 1) **Free Flight**, Pat Mitchell; 2) **Hot Rod Lincoln**, Charles Witcher; 3) **#48**, Dave Hodges. (8 boats)

J/24 — 1) **Physical Therapy**, Chris Moeller; 2) **Oops!**, Vicki Sodaro; 3) **Dawn Treader**, Bob Bailey; 4) **Snow Job**, Brian Goepfrich; 5) **Frogflips**, Richard Stockdale. (21 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen; 2)

Catalyst, Ed Durbin. (5 boats)

CAL 20 — 1) **Upper Bound**, Peter Fowler; 2) **Recluse**, Howard Martin. (5 boats)

SUNDAY, 2/13:

DIV. I (0-132) — 1) **Smokin'**, Melges 24, Dave Oliver; 2) **Special Edition**, Wilderness 30, Eric Sultan; 3) **Rascal**, Wilderness 30SX, Pat Brown. (6 boats)

DIV. II (135-195) — 1) **Free Flight**, Moore 24, Pat Mitchell; 2) **Twilight Zone**, Merit 25, Paul Kamen; 3) **Grand Slam**, Cal 29, Fred Minning. (10 boats)

DIV. III (198-204) — 1) **Alliance**, Cal 2-27, Conley/Foster; 2) **Temptation**, Cal 2-27, Rollye Wiskerson; 3) **Checkout**, Cal 2-27, Misha Orloff. (11 boats)

DIV. IV (207-up) — 1) **Slithey Tove**, Catalina 22, Terry Cobb; 2) **Madman X H₂O**, Tuna 20, Steve Katzman. (4 boats)

OLSON 30 — 1) **Hoot**, Adam Macfie; 2) **Think Fast!**, Al Holt. (5 boats)

EXPRESS 27 — 1) **Moonlight**, Franklin/Schumacher; 2) **Bobs**, Michael Hearn; 3) **Catch-It**, Stephen Hodges. (7 boats)

WABBIT — 1) **Tulawemia**, Mark Harpainter; 2) **Too Busy?**, Aimee Hess; 3) **Mr. Bill**, Bill Partridge. (7 boats)

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber; 2) **Vivace**, Bill Riess. (4 boats)

J/24 — 1) **Frogflips**, Richard Stockdale. (3 boats)

INTERNATIONAL FOLKBOAT — 1) **Reliance**, Reed Overshiner. (3 boats)

Golden Gate YC Midwinters

The final Golden Gate YC midwinter race, held on February 5, saw 86 boats cross the starting line in a 10-knot northerly. The

John 'Slivka's Coronado 27 **Dulcenea** each added another bullet to their previous three wins to finish the series unbeaten.

The big pickle dish, the Manny V. Fagundes Seaweed Soup Perpetual Trophy, went to **Wild Flower** by virtue of their bigger class. Sailing with Art in the series were co-helmsman Chris Corlett, Randy Bainbridge, Kim Dincel, Pete Heisinger, son Dave Mowry, Greg Paxton, Bob Rynd, Jonathan Sonnet and Mark Spitaleri. Because they chose to sail with a class-illegal half ounce kite and kevlar sails, **Wild Flower** wasn't scored in the concurrent 6-boat Santana 35 one design class. "We're saving our class sails for this summer," explained Mowry.

Winners of the February race are listed below. Check these pages next month for overall results.

DIV. I (0-71) — 1) **High Risk**, Smith 43, Jim Mizell; 2) **Bondi Tram**, Frers 41, Scott Easom; 3) **Phantom**, J/44, Jack Clapper; 4) **Bravura**, Farr 44, UC Berkeley/Rob Anderson; 5) **Rosebud**, 11:Metre, Seadon Wijssen. (15 boats)

DIV. II (72-75) — 1) **Major Damage**, J/35, Wilson/Perkins; 2) **Jarlen**, J/35, Bob Bloom; 3) **Espresso**, Express 37, Steve Saperstein; 4) **Slithergadee**, J/35, John Neisley; 5) **Equanimity**, J/35, Randy Paul. (18 boats)

DIV. III (76-116) — 1) **Wild Flower**, Santana 35, Art Mowry; 2) **National Biscuit**, Schumacher 35, Colin Case; 3) **My Rubber Ducky**, Hobie 33, Lee Garami; 4) **Swell Dancer**, Santana 35, Jim Graham; 5) **Take 5**, Santana 35, Paul Sinz. (14 boats)

DIV. IV (117-140) — 1) **Advantage II**, J/29, Pat & Will-Benedict; 2) **Wave Dancer**, J/29, Richard Leevey; 3) **Thrasher**, J/29, Steve Podell. (6 boats)

DIV. V (141-197) — 1) **We Eat Veal**, J/24, Al Sargent; 2) **Undine**, IOD, Don Payan; 3) **War II**, Schumacher 26, Roger Peter; 4) **Youngster**, IOD, Ron Young; 5) **Hecate**, IOD, Dennis Jermaine. (14 boats)

DIV. VI (198) — 1) **Crazy Jane**, Thunderbird, Doug Carroll; 2) **Spaetlese**, Catalina 27, Hans Fallant; 3) **Adelante**, Knarr, Grant Settlemier; 4) **Cardinal Sagehen**, Knarr, Doug Hansen. (11 boats)

DIV. VII (199-up) — 1) **Dulcenea**, Coronado 27, John Slivka; 2) **Shazam!**, Santana 22, Bud Sandkulla; 3) **Esea Rider**, Santana 22, Joe Schmidt. (8 boats)

Whitbread Update

The fourth leg of the Whitbread Race, 5,914 miles from Auckland to Punta del Este, began on February 20. Incredibly, eight boats in the 14-boat fleet were over early at the start! Six of them returned — **Intrum Justitia**, **Winston**, **Yamaha**, **Galacia 93 Pescanova**, **Dolphin & Youth** and **Merit Cup** — while two, **Heineken** and **Brookfield**,



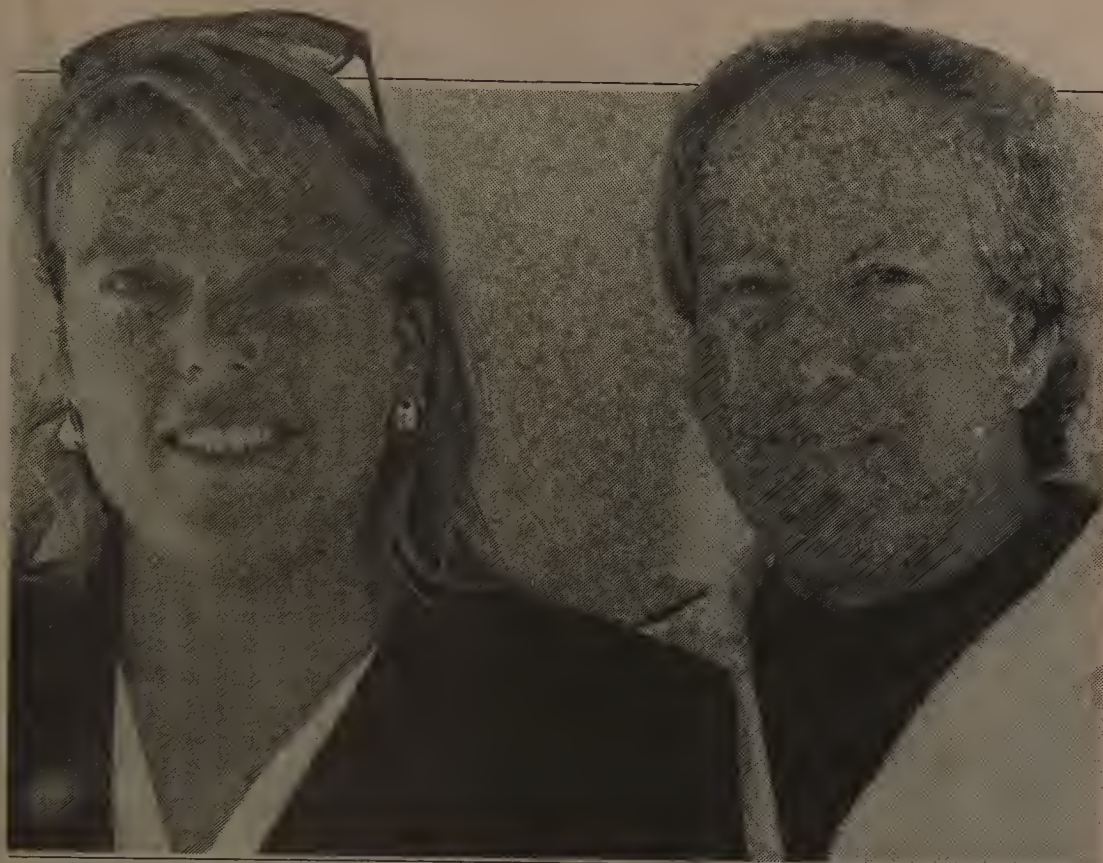
'Wild Flower', Art Mowry's Tuna 35, was the big winner in this year's Golden Gate YC Midwinters.

course took the fleet to Blackaller, Harding, Mason, Harding, Mason and finish. Art Mowry's yellow Santana 35 **Wild Flower** and

Tomboy, Glenn Davis; 3) **Double Agent**, Ron Landmann. (6 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Mariner**, Bruce Darby; 3) **Hot Chocolate**, Don Oliver. (6 boats)

CATALINA 27 — 1) **Wildcat**, Ernie Dickson; 2)



LATITUDE/ROB

Dawn Riley and her biggest fan, father Chuck Riley of Mill Valley. Dawn is skippering 'Heineken' in the Whitbread Race while Chuck, a downtown advertising executive who moved here three years ago, races IODs and cruises his Kroger 38 'Estrellita'.

elected to continue on and accept a 17-minute penalty rather than risk turning back into the confusion of the 6,000-boat spectator fleet.

Tokio, top boat in the 10-strong Whitbread 60 fleet, and the top maxi *New Zealand Endeavour* led the charge out of the 'City of Sails', and a day into the leg were still sailing within a mile of each other. They were joined at the head of the fleet by *Winston*, minus Dennis Conner on this leg. From what we gathered, the rest of the fleet was already lining up in their familiar pecking order.

As the second half of the race begins, Chris Dickson's *Tokio* is sporting a plump 17 hour, 40 minute lead over the other 60s — courtesy of the international jury dinging *Winston* four hours off their originally awarded time for the *Brookfield* rescue during Leg Two. The time difference between *Tokio*'s four closest rivals — *Yamaha*, *Winston*, *Galacia* and *Intrum Justitia* — is only one hour, 27 minutes. While everyone will be trying to chip away at Dickson's lead, they'll also be playing games in the second tier — which could spring *Tokio* even farther ahead. Grant Dalton's *New Zealand Endeavour* is running three hours behind *Tokio*, a deficit that should easily be made up as the wind lightens on the last two legs. *Endeavour* is 14 hours ahead of the next maxi, the slow *Merit Cup*, and 44 hours ahead of *La Poste*.

Tokio's lead has allowed them the luxury of taking a conservative approach to the

Cape Horn leg. "We will do our best, but will try not to damage the boat by taking chances," said navigator Andrew Cape. "The boat which leads around Cape Horn will have the best chance of getting home first." Dickson also added a twelfth crewmember for this leg, Southern California sailmaker Pete Heck. The two have sailed together before on Mike Campbell's *Andrews 70 Victoria*, and Dickson holds Heck in high regard: "Peter Heck is an excellent helmsman and also has a very positive attitude. We look forward to sailing with him."

We'll have a full report on Leg Four next month. If you want to stay current on the race in the meantime — and don't mind running up your phone bill — you can get daily position reports and news by calling the race office's polling fax in England at 011-44-489-799-747. Call at night — it's a lot cheaper!

Sausalito YC Midwinters

The fourth race of Sausalito YC's Midwinter Series, held on the gloomy day of February 6, attracted only 34 boats. Rain and a stiff southerly were the culprits, though race chairman Chuck Mellor insisted, "Conditions weren't that bad. It only looked ugly!" The course took the fleet from the Little Harding starting line to Big Harding, Knox, Channel Marker #2 off Sausalito and back to Little Harding. Big boats got to sail the port triangle twice.

January's race was canceled due to no

wind, turning the scheduled 5-race midwinters into a 4-race, 1-throwout series. The final race will occur on March 6.

SPINNAKER (0-160) — 1) *Jose Cuervo*, J/105, Sam Hock; 2) *Razzberries*, Olson 34, Bruce Nesbit. (4 boats)

SPINNAKER (161-up) — 1) *Renaissance*, J/24, Brad Melmon; 2) *Chorus*, Kettenburg 38, Peter English; 3) *Ruckus*, Newport 30, Paul Von Wiedenfeld. (10 boats)

NON-SPINNAKER (0-170) — 1) *Windwalker*, Islander 36, Shoenhair/Gilliom; 2) *Lone Ranger*, Ranger 33, Hodgson/Melin. (4 boats)

NON-SPINNAKER (171-up) — 1) *Roeboat*, Catalina 30, Rod Decker; 2) *Amanda*, Newport 30 Mk. II, Pat Broderick; 3) *Sunda*, Custom 38, Robert Rogers. (9 boats)

SSS — 1) *Aotea*, Antrim 40, Peter Hogg; 2) *Fall Line*, Olson 911SE, Jim Kent. (3 boats)

BEAR — 1) *Goldilocks*, Bob McComb; 2) *Chance*, Glen Treser. (4 boats)

Sausalito CC Midwinters

Twenty-one boats showed up for the Sausalito Cruising Club's quick midwinter race on January 29. After a postponement, the westerly filled in, allowing the petite fleet to zip around a 3.6-mile course in under an hour. Most boats lingered on the way home, enjoying the pleasant sailing conditions.

The series concluded on February 26, with a gala crab feed scheduled after the race. Barring unforeseen calamities, division honors of the abbreviated four-race series should go to the January winners listed below, all of whom had healthy leads going into the finale.

MULTIHULL — no starters

SPINNAKER — 1) *Hot Flash*, J/30, George Kokalis; 2) *Perezoso*, Excalibur 26, Denny Sargent. (5 boats)

NON-SPINNAKER (under 200) — 1) *Fall Line*, Olson 911S, Jim Kent; 2) *Lone Star*, Serendipity 43, Dave & Jane Reed; 3) *Bear*, J/30, John Milward. (7 boats)

NON-SPINNAKER (over 200) — 1) *Galante*, Folkboat, Otto Schreier; 2) *Volker*, Folkboat, Peter & Susie Jeal; 3) *P-Trap*, Cal 20, Gerry Gorski. (6 boats)

RANGER 23 — 1) *Impossible*, Gray Kneeland; 2) *Zephyr*, Erica Mattson. (3 boats)

Race Notes

Cerveza circuit: As we go to press, the ULDB 70s were just about to finish the 1,100-mile Tenth Biennial **San Diego to Manzanillo Race**. Leading the 9-boat sled class were *Pyewacket* and *Orient Express*

THE RACING

(with Tom Leweck aboard for his 45th Mexican race), which replaced earlier race leader *Mongoose* at the Cape. *Cheval*, despite the presence of the *Silver Bullet* brain trust (Mark Rudiger and Jeff Madrigali) and Mexican rookie **Paul Cayard**, was 25 miles behind the leaders. The wind has apparently picked up on the bottom half of the course, and *Pyewacket's* 1992 record time of 123 hours, 48 minutes is under attack.

Elsewhere in the 22-boat fleet, there have been two dropouts: John Williamson's Centurion 47 **Pericus**, the lone Bay Area entry, and the squeaky new Perry 56 *Stealth Chicken*. 'Mainsail problems' and 'steering failure' were the respective culprits (we were unable to find out more). *Jumpin' Jack Flash* was the lead 50-footer with 300 miles still to go; the 102-ft *HMCS Oriole* and her 22 man crew led the PHRF class; and the Peterson 44 *Starshine* was leading the 3-boat 'blender division'. Look for a report on the Manzanillo Race, as well as the lightly-attended MEXORC, in *The Racing Sheet* next month.

It's official! At their February 3 board meeting, the TransPac YC committed to running the **Tahiti Race** this summer, starting on or about June 24. Ten boats have indicated that they'll compete: *Kathmandu* (SC 70), *Swiftsure III* (N/M 68), *Atalanta* (ex-*Ondine III*), *Miramar* (Lindblom 79), *Brushfire* (S&S 51), *Ariel* (new SC 52), *Far Side* (Amy 52), *Marishiten* (N/M 93 megayacht), *M-1* (Ross 45) and *Confetti* (Farr 44). The latter boat is owned by Pete and Susan Wolcott of Alameda, who previously campaigned the Cheoy Lee 43 *Route du Vent*. This will be the twelfth running of the classic Tahiti Race, and the first since 1978. Racing will likely occur under a modified version of PHRF. Call Grant Baldwin at (714) 675-8675 for more information, or to volunteer your boat as the escort vessel.

Grand prix notes: **Rod Davis**, the 'Man Without a Country', won the **Australia Cup** in late January. Finishing second was Thierry Peponnet (France); third went to Roy Heiner (Holland). This was the first event on the 1994 Omega Grand Prix Match Racing circuit. . . Antonio Elias' SC 70 **Olé** (ex-*Citius*) won the inaugural **Mt. Gay Atlantic Barbados Challenge** in January, finishing the 2,700 miles from the Canaries to Barbados in a smokin' 10 days, 2 hours, 16 minutes. They averaged 11.05 knots in the crossing, and narrowly beat the broken-boomed Simonis IMS 70 *Broomstick* across the line. Fourteen boats from seven countries sailed in the new event. . . The 1993 USOC (U.S. Olympic Committee) Athletes of the Year for Sailing were Mistral sailor **Lanee Butler** (Aliso Viejo, CA) and 1993 Star world champions **Joe Londrigan** and **Phil**



Trintner (San Diego, CA).

Hawaiian eye: Enthusiasm for the **Pacific Cup** remains strong, with only three drop-outs off the main list (60 boats) to date. Currently there are still 11 boats on the waiting list. Club Nautique has announced that they will sail *Merlin* in the race, hopefully giving the Wylie 70 *Rage* a good battle for line honors. Meanwhile, the **SSS TransPac** is still projecting 17-25 boats for this summer's race. To date, ten boats have paid up.

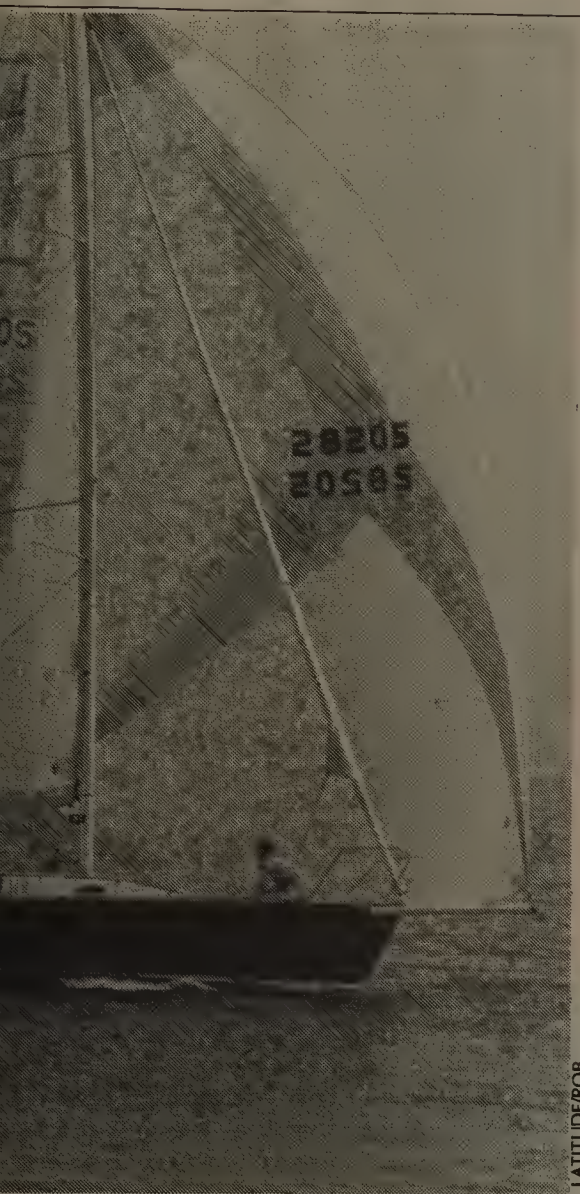
Race organizer Ken Morrison has high hopes for this summer's **Kenwood Cup** (Aug. 1-12). He writes, "Some excellent IMS yachts are planning to be in Hawaii this summer. We haven't yet made a decision on how to handle the 'cruiser/racers', but my feeling right now is that they're spread over such a large band that it makes no sense to give them a separate start. We're toying with the idea of leaving them in their size class but also scoring them as a separate group for a 'cruiser/racer' category prize. The Mumm 36 class is obviously the most exciting group that we will have on our race course this summer."

Sale boats of the month: Alan Silvestri of

Downwind start at February's Tiburon YC mid-winters. TYC uses 'time on time' for their club races — and they really like it! See 'Race Notes'.

Monterey recently bought the Andrews 53 **Cantata II**, which he'll rename Bobo (his three-year-old son's nickname). He'll keep his cruising boat, the Swan 36 *Ala*, and campaign his 53-footer beginning with MPYC's Ano Nuevo Race in April. . . Is Larry Harvey hanging up his J/35 **Abba-Zaba-Jab** in favor of a Mumm 36? He's ordered hull #13 from Cookson's in New Zealand, but rumor has it he may or may not go through with the deal. Who will be the first West Coaster to get one of these cool machines? . . . David Wadbrook, a partner in the J/29 **In the Bagg**, recently bought a Melges 24 which is still unnamed. . . Incidentally, the Melges 24 was just named *Sailing World's* Boat of the Year. "It was the unanimous choice of all five panelists," said Carl Schumacher, who along with Palo Alto sailmaker Sally Lindsay represented the West Coast on the panel.

Remembering Tom: Under 25 years old? Launching an Olympic, national or international campaign? Need financial assistance? If you meet all three of these criteria,



LATITUDE/ROB

you're eligible to apply to the **Tom Blackaller Fund** for one of two annual grants up to \$2,500. Applications are due by May 15, and may be obtained by writing: 1994 Grant Applications, Tom Blackaller Fund, c/o Saint Francis YC, On the Marina, San Francisco, CA, 94123. Last year's winners were Star sailor Tony Rey of Newport, RI, and the 420 team of Nicole Breault and Adam Walsh of Connecticut. "Let's hope for some Bay Area recipients this year!" mentioned Tom's recently engaged daughter **Lisa Blackaller**, who administers the fund.

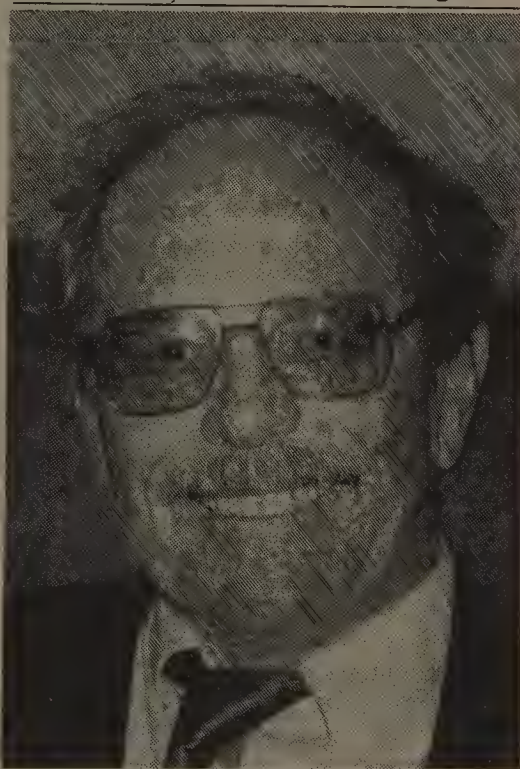
Pop quiz: You're on starboard converging with a port tacker. **In what circumstances must you alter your course to stay clear of the port tacker?** Answer: 1) when P is racing and you haven't started or have already finished (rule 30.1); 2) You were over early, and were returning to the line to restart (rule 44); 3) You are in the middle of doing a 360° after hitting a mark (rule 45); 4) You are in the middle of doing a 720° penalty turn after fouling another boat (Appendix B1 1.1); 5) You're about to round a leeward mark to starboard, and P has buoy room (rule 42); 6) P is anchored, aground, capsized or rescuing a person overboard

(rule 46); and 7) P has not kept clear and you must alter course to avoid a collision (rule 32).

The above information was lifted from **Dave Dellenbaugh's** very readable new monthly newsletter *Speed & Smarts*. The first issue hit the docks last month, and it's crammed with good racing tips like the above. It's a bit pricey at \$40 for 10 issues, but nonetheless worth checking out. Call 1-800-356-2200 for more information.

Road warriors: Five Bay Area J/24s made the trek down to Santa Monica YC for the **LA Midwinters** on February 19-20. "It was normal Marina del Rey conditions: light, shifty and bumpy," said **Seadon Wijsen**, who sailed Don Oliver's *Casual Contact* to third behind Vince Brun and Bob Little. Peter Young finished sixth in the 25-boat fleet with *D Wing*; Kimo Winterbottom was tenth with *Cujo*; Neil Weintraut was fourteenth with *Escalation*; and Wayne Clough's *Downtown Uproar* finished sixteenth. Meanwhile, in the 17-boat Melges 24 series held at Southwestern YC in San Diego, Hans Williams' *Carbonated* finished eighth. The top five in the Melgi fleet were Brian Porter, Steve Grillon, Tim Hahnke, John Kilroy and Hans Melges.

Briefly noted: 21 dinghies sailed in **Lake Merritt SC's Midwinters** on February 12, with the following sailors winning their



LATITUDE/ROB

divisions: Jim Warfield (El Toro), Joe Doering (FJ), Del Locke (Holder 12), Rich Guttchen (Lido 14) and Jim and Lynn Grubbs (Snipe). . . After a six month search, Area G once again has a U.S. Sailing representative. **Bill Keith**, owner of the successful Oyster SJ-35 *Cabaret* and a past president of

HDA, has accepted the mission. . . Citibank will be the title sponsor of the inaugural **Spring Cup** for 11:Metres on May 14-15 at Pier 39. Pacific Bell and the Tuscan Inn are co-sponsors for the new event, which will supposedly feature a modest cash purse.

Man against the sea: Five more entries have been accepted (along with up to \$100 a day penalty for missing the January 1 deadline) in September 17's **BOC Challenge**, bringing the total up to an unprecedented 38 boats. In other developments, two ill-fated American 60-footers are now under new management: Dave Scully has chartered **Coyote** from Helen Davis, Mike Plant's widow; and Alabaman Mike Pierce has bought the damaged *Imagine*, which he will sail under the name *Emmaus*. For a complete entry list, dial this polling fax number: 1-313-886-6704.

There's even a small local angle to the upcoming BOC: **Barry Ruff**, a non-resident member of Corinthian YC in Tiburon, has entered Class II in his Wylie 39 *Rage*, which he's extended to the race-minimum 40 feet. A veteran of two SSS TransPacs, the Vancouver-based Englishman was moved to join CYC after the support he received from



JOHN ARNDT

Above, **Seadon Wijsen**, the Bay's top J/24 sailor. Left, Area G's new US Sailing rep **Bill Keith**.

members there when he dismasted his Catalina 28 moments into the '90 race. "*Rage* will be the smallest, slowest, most underfunded boat in the BOC fleet," explained CYC's Peter Hogg. "But if Barry actually goes, I'm sure he'll finish."

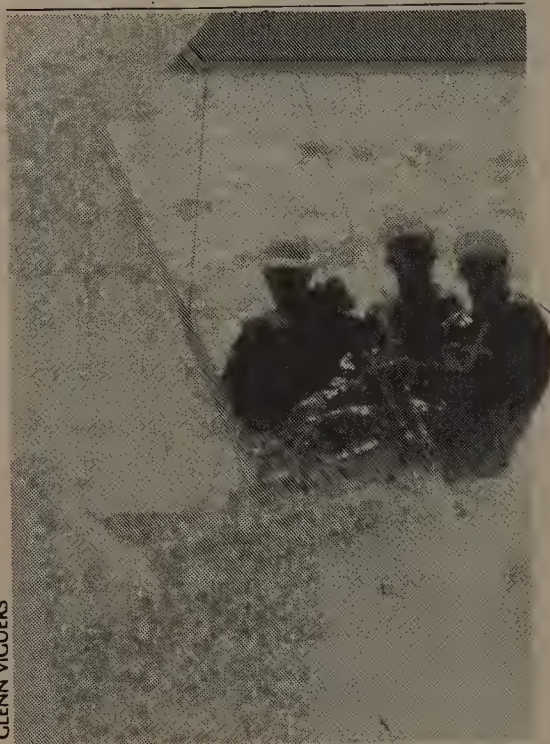
Is it time for '**time on time**'? Tiburon YC

THE RACING SHEET

uses this system for their club races rather than 'time on distance', as did Richmond YC in their recent Big Daddy Regatta. "It gives the little boats a better chance," explains TYC's **Lon Woodrum**, "and it's a good way to compensate for light air and currents." This system, which is widely used in Europe and is also popular up in Seattle, seems like it should be used more on the Bay, especially in midwinter racing. Of course, it's a little harder for both the competitors and the race committees to understand — but if it makes the racing fairer, why not? Your feedback, please.

Miami vice: Two Bay Area Olympic hopefuls fared well at the highly competitive **Miami Olympic Classes Regatta** on January 27-30. The Soling team of **Jeff Madrigali**, Kent Massey and Jim Barton came in third in their 22-boat fleet behind Englishman Ian Pinnel and John Kolius. Madro's 'SOC96' (Soling Olympic Challenge 1996) team is currently neck and neck with Larry Klein for the number one Soling spot on the U.S. Olympic team, with Dave Curtis just behind them. In the even tougher Star class, **John Kostecki** and new crew Tom Olsen tied for first with newcomer Jim Brady,

GLENN VIGUERS



After narrowly missing the Olympic Soling berth in '92, Jeff Madrigali is determined to strike Olympic gold at the Savannah Games in '96.

but fell to second on the tie-breaker. Brady, a multi-talented sailor now on Dennis Conner's A-Cup team, teamed up with Steve

Erickson for the win — not bad for his first outing in a Star! Coming in third in the 23-boat fleet was Joe Londrigan, followed by Mark Reynolds and Vince Brun.

Odds and ends: The geek/canarded 12-Meter **USA** (#61) has been moved from Anderson's to San Francisco Boatworks, where it is being readied to sail sometime this spring. . . **Russell Long** and his trifoiler **Longshot** will attempt to reclaim the world speed record in April in Bodega Bay. That record (46.52 knots) is currently held by the Australian tripod-like rocketship **Yellow Pages Endeavour**. . . Mumm 36s took the top three spots in the brutal **Air New Zealand IMS Regatta**, the second of four regattas on the 1994 Champagne Mumm World Cup tour (Kenwood Cup and the Corum Cup in Hong Kong are next). The German **Thomas I-Punkt** was the top individual boat, while NZ was the top nation. . . **Paul Cayard** has signed up with Marc Bouet's Antibes YC America's Cup effort. . . **Bruce Farr** will design Chris Dickson's single challenger. . . And **Bill Koch** is expected to unveil the details of his anticipated all-women effort "sometime after the Winter Olympics are concluded."

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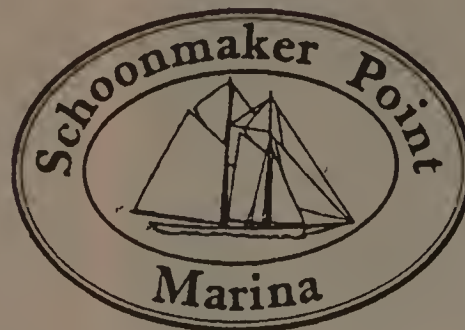
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CHANGES

With reports this month from **Inertia** on the number of boats visiting New Zealand this season; from **Lookfar** on the northern Sea of Cortez; from giant **Andromeda la Dea** at tiny Palmerston Atoll; from **Utopia** on getting together and getting to Mexico; from **Heart of Gold** in Fiji and Tonga; from **Eagle's Nest** on selling a boat in Europe; a Marquesan dictionary from **Sugar Blues**; from **Dana** on stretching the truth; from Tom Hieronymous on **Cabo Today**; and **Cruise Notes**.

Inertia — Union 36 Dan & Renate Conner New Zealand (Manzanita, Oregon)

According to *The Northern Advocate*, New Zealand Customs reports that 247 foreign yachts have checked into Northland New Zealand — which does not include Auckland — this summer (our winter). Almost exactly half of them, 123, hail from the United States. Twenty-eight hail from France, 26 from Germany, 25 from England, 21 from lightly populated Canada, 18 from Australia and 10 from the Netherlands. Small numbers came from South Africa, Sweden, Italy, Switzerland, the French West Indies, Argentina, Belgium, Denmark, Finland, Israel and Russia.

Customs officials report this is about the same number for the previous season. They note, however, that the number of very large — to 120-feet — yachts has increased significantly. Officials attribute the influx of very large yachts to the fact that it's hard to avoid paying value added tax (VAT) in the European Community, and that Kiwi boat skills are of high quality and currently low cost.

In addition to foreign yachts, 73 Kiwi

Northland on extended visitor's permits," write the Conners, "and our *Inertia* is one of them. We bought her from Sean Spratt out of your *Classy Classifieds* in June of 1991. He'd previously sailed her to New Zealand before shipping her back.

"We arrived in New Zealand in December of 1992, at which point we put her on the hard at Austral's Marine for nine months while we returned to the United States. We can't say enough about the range of trade skills available for boat work here in Whangarei. Craftsmen attend your needs competently, promptly and cheerfully. We feel that we have been treated very well here.

"When we returned to Whangarei in November of '93, we went to a movie at the Cinema City 3. It turns out we were their 250,000th customer, and as such won movie passes for the entire year. It's been a treat.

We will be sightseeing in New Zealand for the next two months in a used camper van that we hope to sell in April. Our sailing plans are to visit more islands and then spend the next hurricane season in Brisbane."

— dan & rene 1/24/94

Lookfar — Coronado 35 Mark, Linda And Kelsey (3½) Stone Northern Sea of Cortez (Alameda)

When circumstances forced the Stones to spend the summer in the Sea of Cortez, they were concerned. Was it going to be too hot? Would they be bored? They needn't have worried.

The family had left the Bay Area on Thanksgiving Day, 1991, but got hung up in Ensenada. "The torrential rains along the Baja coast in early 1992 wiped out roads, bridges and all kinds of other facilities, so the Port Captain wouldn't let any boats leave," remembers Mark. As such, they didn't get to Cabo until February — where they promptly got hung up for another month.

"Cabo was awful," says Linda, her voice barely more than a whisper. "It was just too crowded and expensive."

"The only exception was the boatyard," adds Mark. "They did good work at reasonable rates."



Given their late start for cruising Mexico, the Stones somewhat reluctantly opted to head north and spend June through October in the Bahia Los Angeles area. This is more than 200 miles north of Puerto Escondido, Baja's traditional summer hangout.

"The heat wasn't anywhere near as bad as we'd expected," reports Linda, "and neither was the humidity. August and September are the worst months, but even so there were only a couple of nights that were really unpleasant."

"We later learned that Puerto Escondido and San Carlos on the mainland, although further south, are both warmer and more humid in the summer," says Mark. "Perhaps it has something to do with their being enclosed by hills and mountains. In any event, the nice part about the Bahia Los Angeles area is that the water is so much cleaner than San Carlos or Puerto Escondido. You feel perfectly comfortable just jumping over the side to cool off."

The Stones were part of an unprecedented number of cruisers who decided to venture that far north for the summer. "There were something like 58 boats that spent part or all of the summer in



The Conners, just prior to leaving for New Zealand aboard their *Union 36*.

yachts were checked in returning from South Pacific cruises.

"There are 85 foreign yachts still in the

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Family fun: the Stone family enjoying good times and togetherness in the Sea of Cortez. That's San Juanico in the upper right.

the Bahia de Los Angeles area," says Mark. "Because there were so many, Downwind Marine decided they'd try to get mail delivered there for the first time by the 'Baja Express'. It was a roaring success, as somebody brought the mail to us every week or 10 days."

"In addition to the scenery," advised Linda, "one of the attractions of the Bahia de Los Angeles area is that there are 30 or 40 good anchorages within an afternoon's sail of 'the village'. And they're all fairly protected, although protection is not usually needed. In the northern Sea of Cortez, the wind came up quickly — often to 20 or 25 knots — then died just as fast. It never lasted long enough for a chop or sea to build. Furthermore, Mark was always able to predict when there would be wind, which gave us plenty of time to zip around the corner to an anchorage with better protection. There were mostly breezes off the land, often bringing a 20° increase in air temperature!"

The isolated village at Bahia de Los

Angeles — it's a long ride over a dirt road from the TransPeninsular Highway and about eight hours from San Diego — has few goods and services. "There are six small stores, four restaurants and one satellite telephone," says Mark. "The stores are out of things more often than not," continues Linda, "so if they've got something you'll need soon, you buy it right away."

Which is not to say they bought much from the stores. "After Cabo," says Linda, "Bahia de Los Angeles was dirt cheap. We were living on \$200 to \$250 a month — and a big part of that budget went to fuel, which had to be trucked in over the dirt road from Guerrero Negro. Food, on the other hand, was a minor expense because we — honestly — ate fish for dinner about 95% of the time. Each afternoon about 3:00 pm., Mark would get out the rods. After that, it wouldn't be long before we had dinner. Triggerfish was our staple, but we also caught a lot of grouper and sierra."

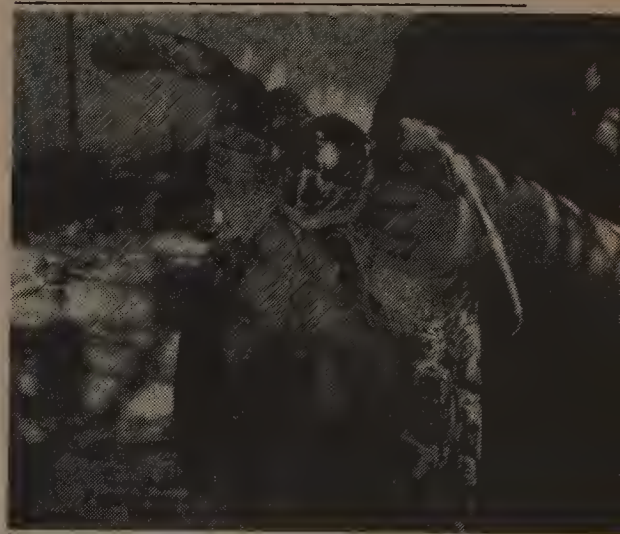
One of the most interesting events of the summer was a visit to the area by a large number of whale sharks, which despite their name are actually the world's largest fish. The adults were up to 25 feet in length while the youngsters were a mere 10 feet. "They circled slowly and repeatedly," remembers

Linda. "A lot of the other cruisers came out in their dinghies to see and several people swam with them. Dave, off *Questor*, actually rode on the back of one."

As is always the case in Mexico, socializing among the yachties was popular. "One of the most fun things we did," says Linda, "was have a 'dinghy in movie'. It's just like a drive in movie except everybody comes and rafts up together after dark — complete with drinks and popcorn — alongside one boat. The video is then played from a TV set on the deck. Appropriately enough, *Captain Ron* was the feature."

Even better than the movie and socializing with the other yachties was the time and attention they were able to devote to their young daughter Kelsey. Whether it was baking cookies, reading, fishing or hiking with her, the parents really enjoyed it. There weren't many other kids on boats for Kelsey to play with, so she made friends with the Mexican kids. "Kelsey would just walk up to them and say, 'Let's play'", remembers her mother. "Even though they didn't speak the same language, they understood."

The one tricky thing about the northern Sea of Cortez was the tides, which can have a range of 15 feet or more. "You not only have to be careful where you anchor," explains Mark, "but where you leave your dinghy. There was one time we landed our dinghy at high tide tried to relaunch it at low tide. We could only relaunch it after carrying



Among the attractions at the Village at Bahia de Los Angeles: a turtle farm.

it a quarter-mile over sand to the low tide water's edge!"

"It was really great," admits Mark, a

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former computer company employee. "We didn't realize how much stress we'd been living under back home. When you anchor out for almost 11 months in a row, you're a lot more relaxed."

"Nor was boredom an issue," adds Linda. "When we arrived, we thought we'd see everything in a couple of weeks. But there was much more to see than we thought — including a great museum with Indian and mining artifacts, and a place where a guy is raising turtles. When it came time to leave, we still hadn't seen every place we'd wanted. As such, we can't decide whether to continue on to the Panama Canal — or do like five or six other boats are going to do, head back up to Bahia de Los Angeles for yet another summer in the northern Sea of Cortez."

— latitude 1/20/94

Andromeda la Dea — Perini 145 Thomas J. Perkins Calling at Palmerston Atoll (San Francisco)

If you have a large scale atlas of the South Pacific, you can locate a 'pinpoint' a little more than halfway between Bora Bora to Tongatapu called Palmerston Atoll. It's named after the 18th century British lieutenant who first sighted it.

We were sailing this passage last May aboard the big Perini Navi ketch *Andromeda la Dea* in strong tradewinds. The sky was cloudless and the sea the deepest cobalt blue — but with plenty of white horses. The wind, blowing straight up from distant Antarctica, had just enough of a chill to warrant pulling cotton sweaters over our backs — which had been browned by the tropic sun.

We were on a beam reach averaging 12½ knots — with occasional bursts to 15 knots when the tradewinds became even more assertive. The teak decks would temporarily dry, then turn a damp gold each time we smashed into a wave and sent an explosion of brilliant white spray into the air.

Coming on morning watch, we observed Palmerston Atoll on our chart. Investigating further, we noticed that a village was indicated on the southernmost island in a ring of islets about four miles in diameter. We decided to harden up onto a close reach and set a course for the inhabited portion of Palmerston. We wanted to have a closer look.

By mid-morning we were off the village. We could see a few white houses behind the palm trees along the shore, but there was no

entrance through the fringing reef. As we pondered what to do, a small outboard powered boat set off from the beach in our direction. Shortly thereafter, the two occupants were alongside and introduced themselves as the doctor and mayor. They indicated we could anchor on the very edge of the fringing reef. The edge it was: when done, our bow was in 20 feet of water and our stern — literally — was in 500 feet of

'Andromeda', perhaps the most magnificent yacht to ever hail from Northern California, looking sweet on her way to Palmerston.

water!

The two men came aboard *Andromeda* to offer us a most warm and gracious welcome to Palmerston. The mayor joined our group for mid-morning coffee while the doctor preferred a tumbler full of whiskey — neat.

After clearing in — which consisted of adding our names and a photo of the yacht



to the doctor's scrapbook — we discovered that we were only the second vessel to call at Palmerston that year. Small wonder they were so happy to see us! The old doctor, by now well into his second tumbler, urged us to assemble a landing party and go ashore with the mayor, a muscular man of about 35. As for the doctor, he'd remain aboard to socialize with the balance of the crew — who would keep his tumbler full.

We hastily assembled some rice, sugar, coloring books and crayons for trading, then accompanied the mayor through the light surf mayor on the leeward side of the settled island. The sand on the beach was so pure, fine and white that it resembled talc.

The 'mayor' — his was a purely honorary title, possibly self-awarded — satisfied our curiosity about the history of the atoll as we walked into the village. It had been settled by a British seaman named Marsters, who had successfully petitioned Queen Victoria for a warrant to settle on the island and to claim protection through the Crown. We were honored to be shown that document.

Marsters had four Tahitian wives. The atoll's present population of about 60 adults and some 20 children are his direct descendants; everyone's last name is Marsters. English — with something resembling a Yorkshire accent — is the only language they speak.

We then strolled among the well-kept houses, which are a curious mix. The bottoms are white clapboard while the roofs are palm-thatched. Despite surrounding underbrush and the presence of naturally messy palm trees, the communal grounds are kept swept clean. The small community is largely self-sufficient from growing copra — which they trade with the tramp freighter which calls once or twice a year — raising pigs, growing vegetables, and, of course, fishing in the beautiful lagoon. Only the southern island is inhabited; the others are used for "picnics".

We were introduced to most of the villagers, who looked healthy and fit. They were delighted with our gifts, particularly the coloring books. They reciprocated by presenting us with some beautiful 'fresh parrot fish and yellow-fin tuna, as well as some lotus-shaped bowls. The bowls are carved from the island's only hardwood trees. To finish them off, the bowls are put on a rotating spindle and 'sanded' with shark

skin, which is tougher than the real thing.

Two buildings were of particular interest to us: the home of Marsters, the atoll's patriarch, and the church. Both were constructed of massive timbers that had washed ashore from shipwrecks many years ago. Marsters' former home is now a communal gathering place. The rafters and major beams are 12-inch by 12-inch timbers some 20 feet in length. All are grey from their saltwater history.

The church, also lovingly and beautifully constructed from shipwreck timber, is exquisite. Nonetheless, the islanders plan to pull it down as soon as they can afford a corrugated iron "modern church". We implored them to preserve the old church, but they are determined to have a church as up to date as the massive granite tombstone which now marks Marsters' grave. It must have been difficult to ship the tombstone to this remote atoll.

Church activity is the social glue of the island — which is teetotaling bone dry. There are five church services each week — three on Sunday — and everybody attends. We were introduced to the white-haired preacher. When he learned that the 'doctor' was still socializing aboard *Andromeda*, he just rolled his eyes.

Palmerston is now a protectorate of New Zealand, and the islanders are free to emigrate there if they choose. Most of the young adults do so. The 'mayor', for instance, had lived in Auckland for four years. He couldn't stand the pace, however, and returned to his beautiful island.

It seems that the only threat to the residents of Palmerston is a possible invasion by the Cook Islanders. A dozen years ago such an attack appeared imminent, and the preacher wrote to Queen Elizabeth for protection. Amazingly, they got a reply — which they showed to us — from the Queen and Foreign Office that assured their freedom. This was before the Falklands War; one wonders if the promise would still be kept. But the mere threat seems to be enough to keep the Cook Islanders at bay.

With the warm sun had now risen high in the sky, the wind was building and we could see *Andromeda* heaving in the increasing swell. Having spent only a few hours, we nonetheless had to leave, regretfully extracting ourselves from a question & answer session with the students at the one room, one teacher school.

We returned through the surf with our

friend the mayor, who kindly assisted us in getting the doctor off the yacht and into the pitching little boat. The doctor was feeling no pain, so we took care with his scrapbook, which bore the evidence of our visit. We could hear him singing — a church hymn, of course — as we unfurled our sails and rapidly pulled away from Palmerston Atoll toward the more complex life of our larger world.

— thomas 2/15/94

Utopia — Challenger 32 Jack & Sandy Mooney Puerto Vallarta (Sausalito)

Sandy and I — who had worked together in Silicon (ugh) Valley in 1986 — ran into each other again at your Crew List Party at the Corinthian YC in April of 1992. After a few dates, we decided to buy a boat, fix it and go cruising. We've since gotten married and cruised as far south as Puerto Vallarta.

Utopia was built in 1974 and was in good Bay condition when we bought it in August of '92. We've since spent more money outfitting it for cruising than we did buying her. It costs a bundle to cruise in comfort and safety. We, for example, have a back up autopilot and GPS.

Because of a combination of 20-year-old boat failures and my neglecting to take care of details, we've had to be towed in four times. We're now thinking of renaming our boat *Utopia*. Notice that we refer to our boat as 'it' rather than 'her'. A Challenger 32 is far too strong, wide and dry to be a 'she'.

We passed under the Gate last June, a

Ralph Ellison was strung up at the Giggling Marlin by friends to honor his 75th birthday.



COURTESY UTOPIA

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week after my 67th birthday. One of the reasons I'm writing is to advise late retiring cruisers — of which there are quite a few out here — that cruising is easier for us with halyards led aft, self-tailing winches and an electric windlass. With them, we managed a 45 knot gale off Pt. Sur and a few blows of 30 knots. We attempted to sail non-stop to Cabo, but we tired and ducked into Bahia Santa Maria. Long passages are a test of our tolerance and at my age you get used to flunking tests.

But I digress about older cruisers. You've already written about Jim and Marquita, who are 72 and have cruised the Sea for years aboard *Guadeloupe*. We attended Ralph Ellison's 75th birthday party in Cabo at the Giggling Marlin. They poured tequila down him while he hung upside down from the fish hoist. Meanwhile, our contemporaries back home, I fear, either have one foot in the grave or are 'couching it'.

Incidentally, Ellison lost the use of the engine on his Ericson 27 *Sandpiper* at Turtle Bay, so he got his nephew Gordon Spaldine to come down from Bend to help him. Gordon couldn't find transportation to Turtle Bay, so he bought a junker in San Diego, drove to Turtle Bay, and gave it to the local padre. After the engine was fixed, Gordon sailed with Ralph and Ralph's sailing partner, Anabel Fleury, to Cabo. Ralph and Anabel

respectively of the Geriatric Cruiser's Society.

Kudos to the Mexicans for great boat work. Casey and Kenny of the Nielsen-Beaumont yard in Cabo found and installed a starter for my old diesel for less than I could buy one in the states. I'd been afraid I'd twist off the old bolts getting the starter out from under the engine, but they sent down a Mexican with a box wrench who handed the starter to me in less than 10 minutes.

In Puerto Vallarta I had Ruben the machinist weld my leaking exhaust cooler after a failed attempt by a shop in Sausalito. As for Marina Vallarta, Harbormaster Karl Raggio is the best I've met anywhere. Where else does the boss come down to catch the docklines of every boat?

The Mexicans have been wonderful, especially the officials in Cabo. If we had to list all the great cruiser friends we've made, we'd overload the 40 MB hard disk.

We've stopped at Chacala, Isla Isabella, La Cruz, Puerto Vallarta and Cabo, and enjoyed them in descending order of preference. We plan to continue south to at least Manzanillo and then move up into the Sea of Cortez as it warms.

— jack 1/13/94

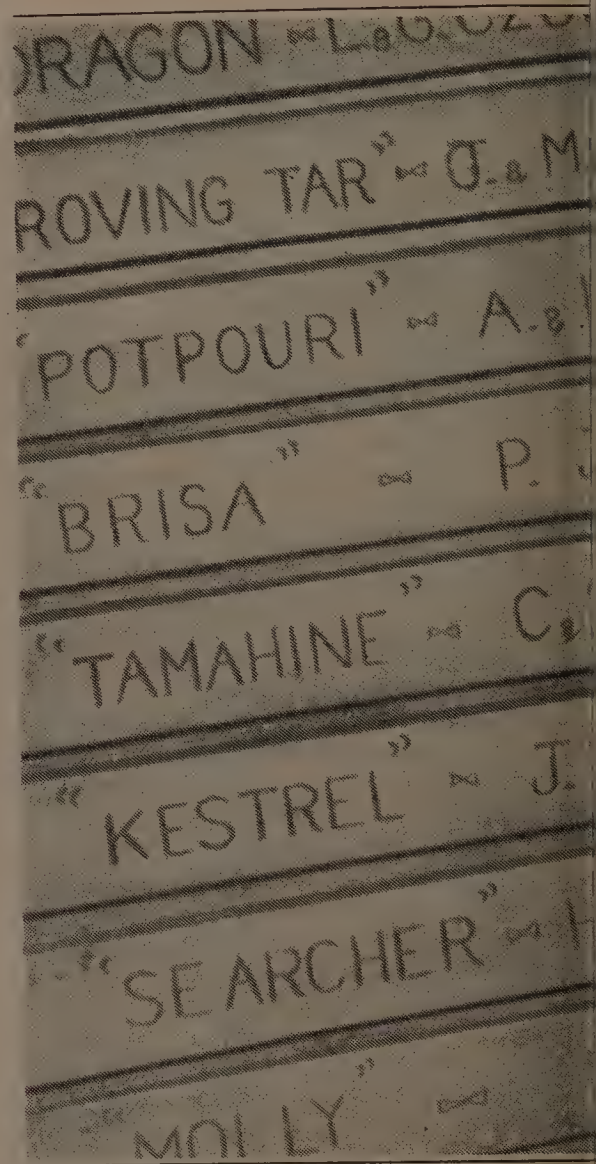
Heart of Gold — Schumacher 50 Jim & Sue Corenman Tonga & Fiji (Alameda)

We last wrote from Vava'u, Tonga. We had a good time there and Vava'u is certainly beautiful, both above and below the water. But, we never did get a special feeling about the place.

We did all of the required stuff: swam into Mariner's Cave, dove along coral-covered walls, did a couple of Tongan feasts, had burgers at the Bounty Bar, and did some great sailing, blazing through the islands with warm 15-knot breezes and flat water. We also had some good visits with friends we hadn't seen for a few islands, but after a couple of weeks we felt like we had done it all.

Plus, we were getting a little tired of local boats banging into our hull at all hours in the hope of selling us baskets. The baskets are beautiful and the prices can't be beat, but how many do you need? Even 50-footer run out of room. So after one particularly nasty dent, and with no more room to stash baskets, we checked out for Fiji.

We had a great sail the first 36 hours,



broad reaching with either the full-sized 3/4 oz chute or smaller asymmetric cruising kite up. We took the Oneata Passage through the Lau Group, which was a little more spooky than we expected because it's only a couple of miles between the reefs and we couldn't see any sign of them by eye or radar. We were able to get a radar fix of a couple of islands, however, which confirmed our GPS position. Not that we don't trust the little box, you understand, but the satellites are run by our government. I think a lot of people forget that little fact.

As soon as we got that bit of potential adventure behind us, and with it then being pitch black, there appeared on the radar a broad line of rain, looking just like a textbook weather front. We'd seen that little hummer before, so we dropped the kite and reefed the main just as the rain came and wind went from east at 20 knots to south at 35 knots. Another damned trough, convergence line or whatever you want to call it.

We'd been seeing this one on the weather maps for a few days and the folks at the N.A. Met Office had quit drawing it on the surface maps. We hoped that meant it had gone. Hah! With big sloppy seas on the beam and

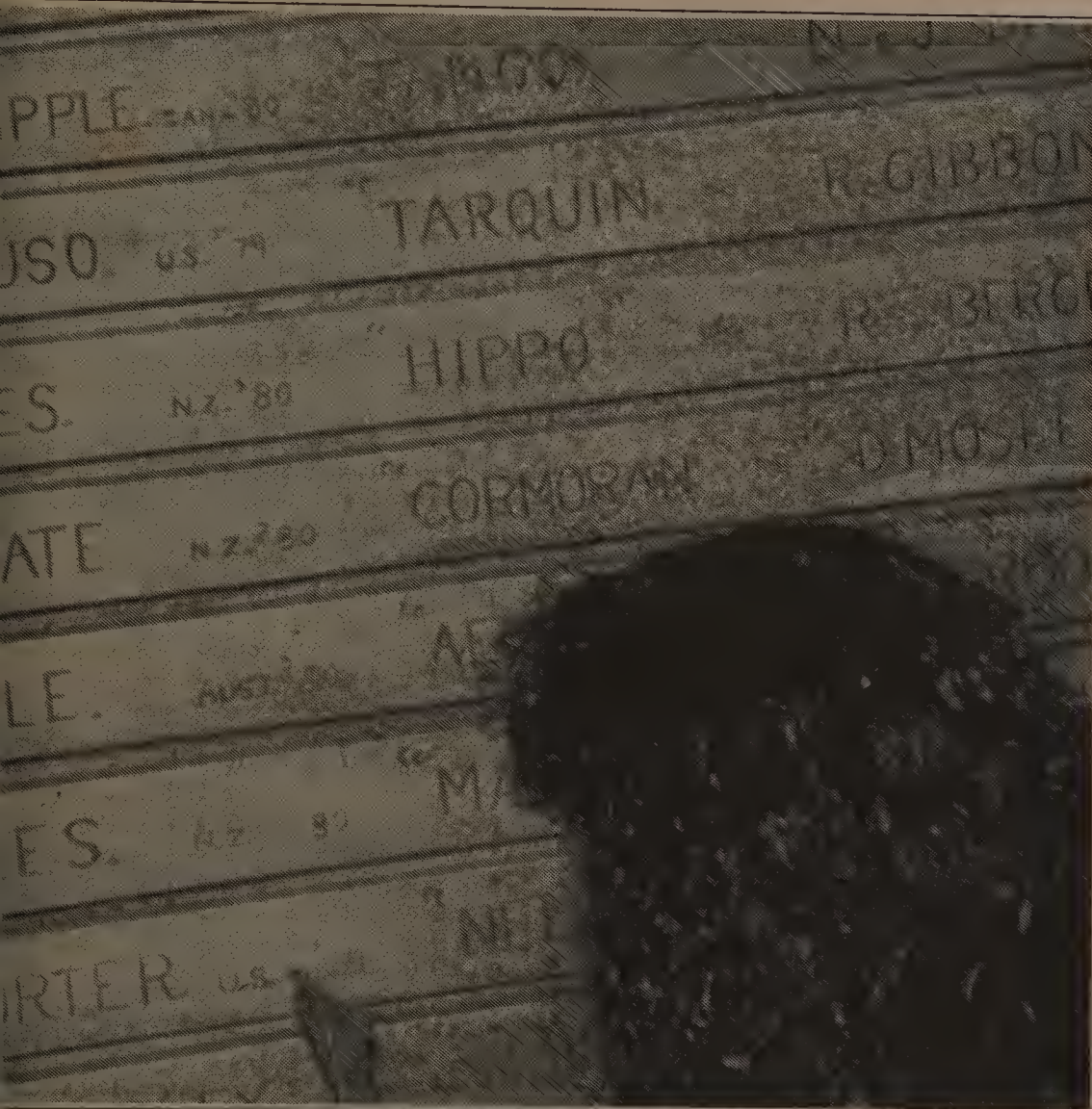


COURTESY UTOPIA

Sandy Mooney with 'Utopia'. The boat and cruising came as a result of meeting her husband at a Crew List Party.

both have great senses of humor and I've been threatening to nominate them for Commodore and Vice Commodore

IN LATITUDES



One of the great things to do at Fiji's Musket Cove YC is check out the names of yachts and yachties that have come before you.

the wind at 50-60° apparent, we charged through the night with just a double-reefed main, doing between 9 and 10 knots over the bottom. With scattered reefs and islands on both sides, bearing away was not an option. And given the pitch black night and the restrictions on visiting the Lau Group, finding an island to hide behind didn't seem like such a hot idea either.

Our last 100 miles to Suva was some of the sloppiest sailing we've ever had. But we stayed on our track, kept the radar going, and had no problems. It would have been more pleasant to have sailed that piece in daylight, but that would have required slowing way down, which is not in Goldie's nature. We've also believe in the old racer's motto, "If you have to eat shit, take big bites", and would rather get the messy stuff over with as quickly as we can.

We spent a week in Suva anchored off the Royal Suva YC, and had a delightful time. The club is hospitable to visitors and the prices can't be beat. The daily lunch special, for example, is just \$2 U.S. Gas and diesel are available at the club's fuel dock, there is

a laundry service with pick-up and delivery — yes! — and the office provides a reasonably-priced fax service. Suva was a neat city, but still a big city. After we got the shopping done and permits gathered, we were ready to take off for the boonies.

The islands and the villages of Fiji are what we wanted to visit, but first we needed a cruising permit from the Office of Fijian Affairs. It's a simple formality and intended mostly to ensure that everyone understands what's expected when visiting a village. More than any other country we know of, the old traditions are very much alive in Fiji, and you don't just drop in for a look around. In the old days, wandering in without an invitation usually resulted in being invited to dinner — with you as the entree. But since the locals discovered Christianity, it's no longer considered polite.

The correct thing to do is to first ask for permission to visit, by going ashore, finding the chief, and presenting him with the traditional gift: a small bundle of *kava*. This is a pepper root that the locals make into a mildly intoxicating grog. This ceremony of asking permission to visit is called *sevu-sevu*, and is done by Fijians visiting other villages as well as by yachties.

Once the chief grants permission for the visit and bestows his blessing, you are free to

wander around, swim, snorkel, or whatever, and become, in effect, and accepted member of the village. There's no analogy that we know of in Western culture, and the interesting thing about *sevu-sevu* is that, by making the effort and showing respect for the traditional customs, you are instantly accepted into the village. You thus become a friend of the village rather than just a visitor. Some villages, of course, are more friendly than others, but we were welcomed wherever we went, and each visit was very special.

We left Suva with four kilos of *kava* (eight bundles) and a bunch of stuff for the kids (crayons and pens for writing on the walls of the *bure*, stuff like that). Our plan — not too well thought out, it turned out — had us doing a grand tour of Fiji in six weeks. What a laugh! The problem we and many others have had is we didn't really just how big — really big! — Fiji is. Further, you tend to get stuck, the Having-Too-Much-Fun-To-Leave kind of stuck.

We caught some favorable easterly weather and first sailed south to the small island of Ono at the east end of Kandavu. We spend a few days at Nabouwalu, a small but very neat and tidy village of maybe 50 people. The anchorage is protected from all directions except the west, but that's never a problem since the trades blow from the east, right? Well, we got chased out of there after a couple of days by a strong westerly. After threading through a few miles of coral patches by eyeball — the best chart is 1:150,000 — we found a nice anchorage on the east end of Kandavu, right around the corner from Albert's Place, a small dive

It's said that the making of laws and sausage are two things you don't want to see. The making of kava is a third.



LATITUDE/RICHARD

CHANGES

resort that was rustic but quite comfortable.

We went diving with the group from the resort one day. There were six of us in a 22-foot panga who dove on a series of coral pinnacles on the outside of the Great Astrolabe Reef. Wow! It was a spectacular dive, one that has surely spoiled us for life! The tops of the pinnacles were maybe 30 feet below the surface, and we were mostly diving in the 40 to 60 foot range. There was coral of every description, including huge fans. There were tons of fish — including a bright green stone fish, hidden in plain sight. A six-foot turtle took off at 30 knots when he first spotted us. There was all kinds of stuff!

We later took advantage of the westerlies and did a dive off the Avon in the pass opposite the anchorage, swimming up current and drifting back to the dink. There was only a half knot of current in the pass because the reef only encloses the east side of Kandavu.

We brought our own dive gear on this trip and are really glad we did. There are dive resorts that will rent gear in many of the best spots, but we always feel more comfortable with our own stuff. We drew the line at an on-board compressor, however, and fortunately haven't had any problems getting tanks filled at even the smallest resorts. The French are a little fussy about tank approvals and we heard that some folks had trouble getting American tanks filled in Papeete, but otherwise there haven't been any problems.

We spent another week along the north side of Kandavu and learned more about life in the villages. The people have a simple life and often wish they could have a few more conveniences — but they have no desire for the city life. Many of them have, in fact, lived and worked in the cities, but have returned to their islands. As one told us: "Here, I have my land and my garden, my boat and the sea, my house and my family. I can fish, I can grow my food. What else do I need?"

We were invited to lunch after church, and reciprocated by having our hosts aboard for a spaghetti feed later in the week. This, of course, meant they invited us back for dinner. A lot of the kids wanted to visit *Heart of Gold*, so we invited them all out for a big Sunday afternoon visit. Twenty kids ranging in age from three to their teens is a whole pile of energy and enthusiasm, but Fijian kids are great. They're enthusiastic and playful, but serious and respectful of any adult — even palages.

After a wonderful three weeks in Kandavu

Bill and Heather Clute used to live the fast life. They lived in tony Belvedere and Bill drove a red Ferrari. They owned a series of race boats including 'Chiquita', 'High Noon' and the 48-foot 'Annabelle Lee', energetically campaigning them with the likes of Blackaller, Gannon, North and Cayard in grand prix events from the West Coast to Florida.

By the mid-'80s, even Bill had had his fill. They began leaning in the direction of a more simple life by moving aboard '22 Windward', their pristine Tayana 52, in Newport Beach. But it wasn't that simple, because they also opened up Seaward Yachts, becoming dealers for Tayana and several other lines.

After six years of living aboard, Bill was almost shot by a couple of guys having a friendly dispute on the streets of Newport. That did it. They turned the day-to-day management of Seaward over to associates so they could dedicate a few years to 'test cruising' Tayanas in Mexico.

The Clutes have thrown themselves wholeheartedly into their new endeavor, and have become authorities on gracious cruising. Heather has only been home once in 16 months, that for the birth of a grandchild. Bill, having been able to find sufficient mischief in Mexico and Tayana deals, not at all. As for the fast life, they laugh about it, but they don't miss it. Not one bit.

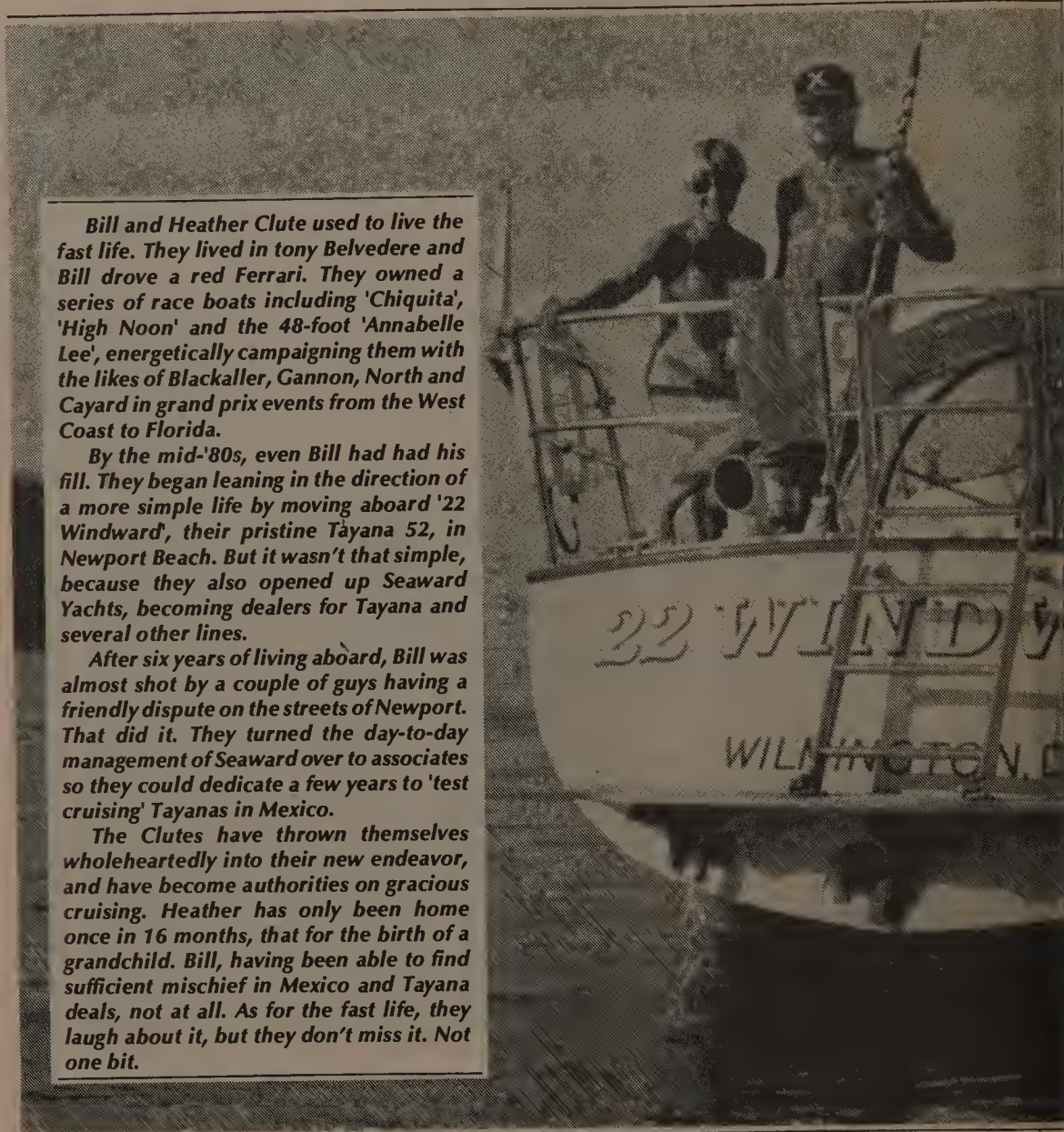
and environs, we sailed around the west side of Viti Levu to Malolo Lailai, home of the Musket Cove Resort and Yacht Club. It was about a 100-mile sail, and our plan was to leave in mid-day with good light for the reefs surrounding the anchorage, and take it easy going to Viti Levu so it would be light for the pass there. We should have known better! The wind was 25 knots out of the southeast, and we got to the pass at 0100 after making 8-9 knots all the way with just a double-reefed main.

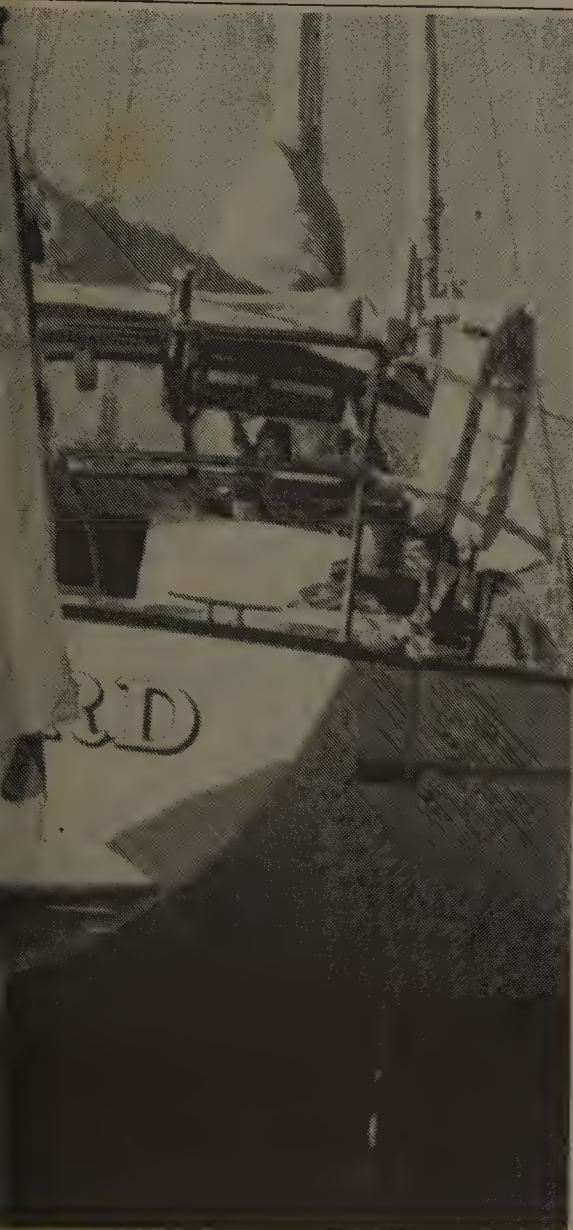
Momi Pass has range lights which were working, however, and ships use it all the time, so we figured 'what the heck' and went on in. It was pitch black, there was no moon, and the phosphorescence of the breakers on the reefs on both sides was more than a little eerie. But between the GPS, the range lights and our trusty radar — which showed the pass clearly from about one mile — we had it pretty well covered. We didn't press our luck, though, and dropped the hook in an open bay just inside the reef.

Musket Cove was great, with moorings for \$4 U.S. a day, a decent bar and passable

restaurant. It was fun to see old friends, make some new ones, meet up with the Wanderer and Wanderette, and generally hang out for a week. Musket Cove would be the perfect place to meet friends and crew, as Sunflower Airlines has six flights a day from the major Pacific hub at Nadi for about \$20. Musket Cove also has tourist-style bures if someone wanted to get off the boat for awhile.

We spent the next three weeks in the islands of the Yasawa Group, north of Musket Cove. This isn't as far off the beaten track as Kandavu, and has more resorts and tour boats. The villagers see more people, tourists and yachties alike, and we expected them to be a bit tired of visitors. Surprisingly, this generally wasn't the case at all. We had some wonderful visits — even in the same villages that the cruise boats call on. Again, I think that *sevu-sevu* makes a big difference. We tried to act like visitors, not tourists. That's how we were treated in return, something which doesn't happen often in other countries.





LATITUDE/RICHARD

It was clear but windy for most of the time we were in the Yasawa Group, so we tended to linger in anchorages that offered the best protection. We also spent a week at Matakawa Lebu, also known as 'Blue Lagoon'. This is an excellent anchorage, and tends to be another yachting hangout. We spent some time visiting other boats as well as in the village. We met Thomas the Greek there aboard his 20-foot *Conqueror* and had a nice visit. He told us he'd left Greece on the little sloop seven years before and that he told his mother he'd be home in two years. When we pointed out that he had a long way to go in two years, he said, "Not two years, two more — always two more."

Visiting is fun, but when yachting together, there is a tendency to stick together and ignore the surroundings. It's natural, especially in a foreign country where everything's a little strange. But we find we have a lot more fun and learn more about the country and culture if we stay away from the crowds and do things on our own or with a small group. It also makes it more fun when we meet up with other yachting, because we're ready for some socializing!

As much as we enjoyed Fiji, we began to

get nervous about leaving. Not that the weather was deteriorating, it was actually getting more lovely all the time. Except for the week in Suva, where it always rains, the weather had generally been wonderful, warm and sunny, apparently quite a contrast to what they were having in Tonga. We've learned a lot about weather this year, one of our conclusions being that if you don't like the weather, you'd better go elsewhere. Waiting sometimes helps, of course, but if the convergence zone decides to stay for a while, it can be very slow to move on. Moving yourself is often the best answer.

Everyone complained about the weather this year, but the lousy weather was generally localized along the convergence zone, and a lot of old South Pacific hands said, "Yeah, it gets like this a lot."

In any event, everyone was feeling a little nervous about the crossing to New Zealand, which is more than 1,000 miles and often features a gale or two. We talked with other folks looking for local knowledge about the passage, and there seemed to be three approaches: 1) Everyone gets pasted at least once anyway, so don't worry about it, leave whenever you want. So says Brian of *Shibui*. 2) Watch the Aussie weather maps, track and time the highs and troughs across Australia, and pick a departure date to beat the next trough — and southerlies — to New Zealand. This is John Neal's advice from *Mahina Tiare*. And finally, 3) November 10, that always seems to work out pretty well, advises an Aussie chap berthed next to us in Lautoka. We opted for #2, and collected maps, got out the colored pens — swiped from Sue's goodie bag for the Fijian school kids — and engaged in Science.

More on Science next month.

— jim & sue 12/93

Eagles Nest — Hunter 36 Louis Dupree Selling A Boat In Europe (Seward, Alaska)

If anyone is looking for a good but inexpensive place to leave their boat on the hard in the Med, I'd recommend Martigues, which is also known as Port-a-Sec. It's just up the canal from Port de Boc, which is close to Port St. Louis. For those not familiar with the South of France, it's about 15 miles south of Marseilles.

The cost per year, including haul out and

launch? Just \$1,000 for our 36-footer. The yardworkers do good work, too. I had my Hunter sprayed with LP for less than \$50 a foot and she looked like new!

You may remember that we'd originally put *Eagle's Nest* on the hard back in May of 1991 when I took over as skipper of the 85-foot maxi *Ondine Romania*. After running that boat in the Med, Florida, the Bahamas, Caribbean and Venezuela for a couple of years, you can imagine how hard it was to move back aboard a 36-footer. As such, my wife and I decided to sell the Hunter so I could look for another captain's job on a large vessel.

Although we took *Eagle's Nest* to Gibraltar to sell her, it was Atlas Marine in Malaga, Spain, that found a buyer. It not only took them just six weeks to sell her, but we got \$15,000 more than the top price in the BUC book. Naturally, I have nothing but good to say about Atlas Marine. As for Gibraltar, it's a fine place to sell a boat because you don't have to worry about value added tax (VAT).

Now all we have to do is find a captain's position for me. I can be phoned or faxed at (305) 563-5015 in Florida.

— louis 1/15/94

Sugar Blues — Multihull Harry & Mary Fiddler A Marquesan Vocabulary (Seattle)

The Marquesas are the first stop in French Polynesia for any boat sailing from the West Coast. These magical islands are worth as long a visit as you can afford, as the scenery is spectacular, the people friendly and the rich culture well-preserved in dancing and art. Besides, the fruit is fantastic!

When we arrived in Hiva Oa after a long, hot passage from Mexico, we were eager to meet some new friends and taste those *pamplémoussé*. But how could we talk to anyone? My French runs to "*Ou se trouve la poste?*" — and then I can't understand the answer. Besides, French is the colonial language and colonials aren't beloved by the indigenous people. We wanted to talk to the people.

We had a rudimentary English/Tahitian dictionary. Although Marquesan is a significantly different language, Tahitian is heard on TV and radio, so most Marquesans understand it. Armed with the dictionary and a notebook, we began to learn Marquesan — and in the process made many friends.

To begin, one French phrase is very useful: "*Comment dites-vous en Marquesan* ____?", which means 'How do you say ____ in Marquesan?'. As you say this, you point at either an object or a word in the dictionary.

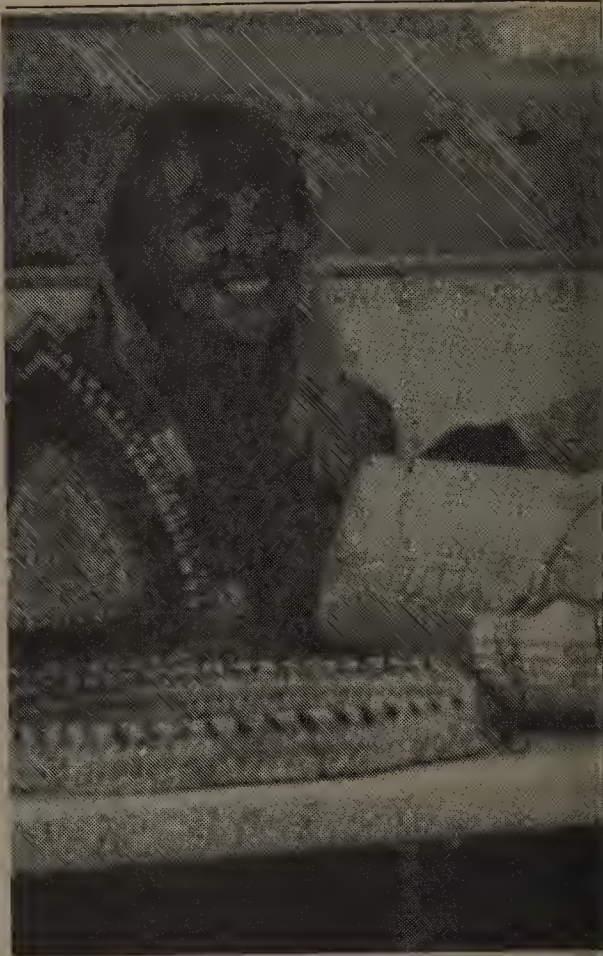
The universal greeting in the Marquesas is not 'iaorana' as in Tahiti, but 'kaoha', similar to Hawaii's 'aloha'. Since strangers greeted us in French, our response of 'kaoha' always brought smiles of interest and broke the ice. 'Eaha te hakatu?', which means 'how are you?', brought us even closer to a conversation. By then bringing out a notebook to ask about certain words was usually fruitful in more ways than one.

There was never an American speaker of Marquesan handy to help us with verb forms and the complexities of the language, and all the school grammars were naturally French/Marquesan. We did, however, put together a vocabulary that, when combined with a good deal of sign language and the occasional word in French, made it possible to communicate with the people we met. We've enclosed it in the hope it will help

given fruit everywhere we went and the generosity of the islanders was impossible to repay. We gave *popomatani* (balloons) or *mona mona* (candy) to the children who gathered around as we stopped to chat on the street, and a T-shirt, hat or scarf to people who showered us with fruit. Toys for the children of families who asked us to dinner were appreciated, and it was such a pleasure to see the care that was taken with them by even the youngest child. We gave fishhooks, rope and spare parts to those who needed them.

Surprisingly, most of the people we met were reasonably well off and able to afford whatever they needed, so our small gifts were only tokens. But they were reciprocated ten times over. The best part of all this, of course, was the friends we made and our increasing ability to talk with the local people as we learned more words in Marquesan.

We tried the words given in the *Pilot Charts*, but our teachers weren't familiar with most of them. A number of words differed from one island to another, which in itself made for a good topic of conversation.



Going to have a baby?" A single misplaced letter made a world of difference in meaning.

A dream for the future would be to return to Nuku Hiva and compile a Marquesan dictionary for yachties. But for now, the

SUGAR BLUES MARQUESAN DICTIONARY

Marquesan pronunciation is like Hawaiian in that all vowels are pronounced. The accent marks a glottal stop.

- a is like the vowel in father
- e is like the vowel in may
- i is like the vowel in be
- o is like the vowel in no
- u is like the vowel in rude

dolphinpa'aoa
drinkini
eatkai kai
fishi'ka
headupoko
heatve'a ve'a
househa'e (or fare)
How are you? Eaha te hakatu?
How much?Efia moni?
hungryoke

I am fineMe ta'i
I gohe'e
lemonfitoro
light (fire)ahi
lobsteru'a
mantane
mouthfafa
plenty, fulluapi
previous, beforemamua
rainua

rockkea
singhimene
Sit downAnaho
sleephiamoe
sting rayhahaua
Sundayatapu
tomorrowioi
to givehomai
wasppatia
watervai
waterfalltopatina vai
weekatahi a tapu
windmatani
womanvahine
newhou
octopusheke
parentmotua
wooda ka'u

workhana
work's all done ..pau te hana
yese (or oia)
bigkei
badpe
balloonpopomatani
beautifulkanahau
boytamaroa
breadfruitmei
brothertuaana
canoevaca
catpotu
childtama
churchha'a pure
cookakau
coral reefakau
cucumbertomar
dogpeto

friendships develop between the locals and cruisers.

Incidentally, the Marquesan word for 'trade' never came up, so we don't have a word for it in our vocabulary. There seemed little opportunity to use it, since we were

Widely-used Tahitian words such as *vahine* for woman, are included in the vocabulary. There still may be errors, of course. We all had a good laugh when Luc, a Marquesan friend, checked our list. When he came to 'sting ray' he asked, "What's this?

American visitor who uses this bit of vocabulary will have no trouble making friends.

— mary 12/15/93



COURTESY DANA

Jim 'Basketcase' Foley (right) with Harry and Mary Fiddler of 'Sugar Blues' (center), and wife Linda Moore (left).

**Dana — 'Santa Cruz 35'
Jim Foley & Linda Moore
Auckland, Noo Seeland
(Santa Cruz)**

Since meeting the Wanderer and Wanderette last October in Tonga, I've had a change in just that, attitude. When the December issue of *Latitude* finally arrived down here in Aotearoa, I realized how badly I had maligned my dear friends Harry and Mary of the multihull *Sugar Blues* — seen drinking beer in the accompanying photo after the last race. Readers might remember that I'd said that *Dana* had been even faster than them on passages.

But even more embarrassing was having to buy a six-pack for Jim of the DownEast 38 *Dream Merchant*. Despite giving me a three-day head start, he beat me to the Bay of Islands!

Of late I am beginning to wonder if there is a relationship between our last place passage-making and Linda's affinity for souvenirs. Perhaps our potential hull speed should now be figured using the equation: 1.414 times the load waterline divided by the number of Tongan baskets we're carrying.

After reading Lee Helm's remarks and responses about short chop and pitching, I began to worry. What would happen if Linda caught me pitching all her souvenirs

overboard? Lee?

But as we all know, these darn ultralights can't go to weather, won't come about and sometimes go *huli* — reference the November and December *Letters* and the latest very important controversy.

Anyway, in retribution for my remarks about *Dana* being faster than *Sugar Blues*, I've agreed to wear the T-shirt shown in the picture — guaranteed unretouched — for 90 days.

— jim & linda 1/15/94

**Cabo Today
Tom Hieronymus
Cabo San Lucas
(Alameda)**

On January 31, The One That Got Away bar and restaurant — 'finish line' for this year's *Some Like it Hot* Rally — closed its doors. According to owner Pam Woods, the popular cruiser's hangout that was known for good food and a friendly atmosphere, should now be known as "The One That Got Taken Away". Having built the business up for 4½ years, she hinted that corruption is the reason she's no longer there.

Ironically, Karen of the Cabo Cruising Center lost her place on the same day. The two vagabonds have been on the boat ramp every morning since, continuing to run the net with a handheld VHF and passing out *Some Like It Hot* T-shirts to arriving skippers. Hopefully, there'll be additional details next month, along with the final listing of the boats that participated in this year's Rally.

Meanwhile, Cabo continues to expand at an accelerated pace despite the November flood that decimated much of the highway to the airport and San Jose del Cabo golf courses. Condos, houses, and resorts are again springing from the sand like barrel cactus, and the vacation time-share salespeople are out like Wiley Coyotes chasing Road Runners. A popular local t-shirt states: "Please don't tell my mother I'm selling time-shares, she thinks I'm playing piano in a whorehouse."

U.S. franchises are now operating full tilt, including Baskin-Robbins, Domino's Pizza, Mail Boxes, Etc., DHL, Century 21 Realty, and Dollar Rent-a-Car. Rumor has it Kentucky Fried Chicken will be coming soon to help control the early morning noise pollution caused by Cabo roosters. Even Ralph Santos, the owner of Al the Wop's in the tiny Delta town of Locke, is contemplating heading south to open up in Cabo.

Most goods and services are now widely available in Cabo. Hardware, stereo, and plumbing shops abound on *Calle Morelos* and across from the big supermarket. At least a dozen restaurants are promoting the "best breakfast in town". The Baja Cantina bar and restaurant, next to the marina, contains a laundromat where it's \$1.25 to wash and dry a load — and not much more to get loaded yourself.

Coast Chandlery has a good variety of commonly needed spares and Nielsen & Beaumont provides an excellent haul-out facility. The haul-out of a 40-footer runs about \$135 plus \$20 for lay days if the yard does the work. Do-it-yourselfers must pay a whopping \$80 for each lay day! So you either work fast or buy the yard.

The Cabo Isle Marina, associated with the Almar chain of marinas on the California coast, is pricey at more than \$500/month for a 40-foot slip. Guest slips total about \$1/foot per night.

Friendly Juan Gurrola rents the Cabo moorings in front of the Hacienda Hotel at just \$8/night or \$50/week for sailboats. The fee includes the use of Hacienda Hotel's outdoor showers, pool, and tennis courts. Powerboats — and isn't this fun — pay \$15 a night or \$325 a month.

Bisbee will reportedly open a new fuel dock in the marina come April. Not only will the dock be more protected, but it will offer gasoline as well as diesel. If the long awaited fuel dock actually does open, it will bring to a close a long history of boats fueling while

CHANGES

at anchor off the end of the cannery pier, something that's been as much a part of Cabo as the Friars.

Cruisers can expect similar pricing to the States on food and common goods. But specialty items — particularly those in high demand — are outrageously expensive. VW Beetles are \$29/day plus \$.30 a mile from the Sol Mar Hotel, and \$60 per day with unlimited miles at National. Jeeps are \$90 to \$100 a day. Taxi fares are \$3 to \$6 around town and \$35 to the airport. Scheduled shuttles to the airport are only \$8. For around town, walking is the best deal and the most fun.

Variable pricing, inconsistent quality, and the propensity to fleece tourists are just some of the growing pains still being experienced in Cabo. One of the most frustrating experiences can occur when you get the urge to call home. A collect call to the Bay Area runs \$1 to \$3 a try, regardless if a connection is made. The innocent person called can be charged up to \$13 for the first minute and \$7 for each additional minute depending on the long distance carrier! The *Larga Distancia* (the long distance calling office) will invariably connect the uninformed to the most expensive service.

Insisting on an AT&T operator will reduce the cost of the first minute by half and additional minutes by a third. Using a calling card with AT&T will cost \$4 for the first and \$2 for each successive minute. The cheapest way to call is to dial direct through an AT&T international 800 number from a private home or phone booth. Unfortunately, I have yet to find a functioning phone booth in Cabo.

An exceptional relief to such hassles is Mail Boxes Etc., where there is no charge for an unanswered attempt — even if an answering machine responds. MBE also offers fast mail and a \$3 per page fax service.

The mysterious Cabo Bermuda Triangle, where one can easily become lost in the mire of Happy Hours, constantly shifts and thus is poorly charted. Many a yachtie day begins at The Giggling Marlin for a breakfast fizz or a complete egg, toast, beans and coffee breakfast for \$2.95. Then perhaps lunch at Las Palmas on the beach, with \$1 beer or \$1.50 margaritas. The Office, further up the beach, starts a two-for-one Happy Hour at 3:00 p.m.

The nighttime version of the Triangle begins at 6 p.m. at the Rio Grill, with Happy Hour and free hors d'oeuvres until 9:00 p.m.

Dancing is next on the agenda at the Giggling Marlin followed by more of the same, in a crazier style, at Squid Roe. Repeat daily only when dared or with an iron-fortified liver. There is a local chapter of AA for those who need it, and a lot do.

Most of the restaurants in Cabo are excellent, so I suggest not getting stuck in the Triangle. Despite claims made elsewhere, the best breakfast in town is served by Spencer and Rick at famous Mama's Royal Cafe on the beach. Spencer, the original creator of the popular Bay Area MRC chain in the '70s, moved the restaurant from town to the beach last July. He says he still isn't making any money but that the view is better. He and Hippie Rick send a special hello to the Wanderette.

Captain Cook was wrong about Tahiti when he complained, on his second visit after a two year absence, that the island had been ruined by traders and he would never return. It is true, places like Tahiti and Cabo change, but they are neither better nor worse for it, just different. Cabo is not the old Cabo I knew in the '70s, but it still has charm, the locals are friendly, and there remains one hell of a view.

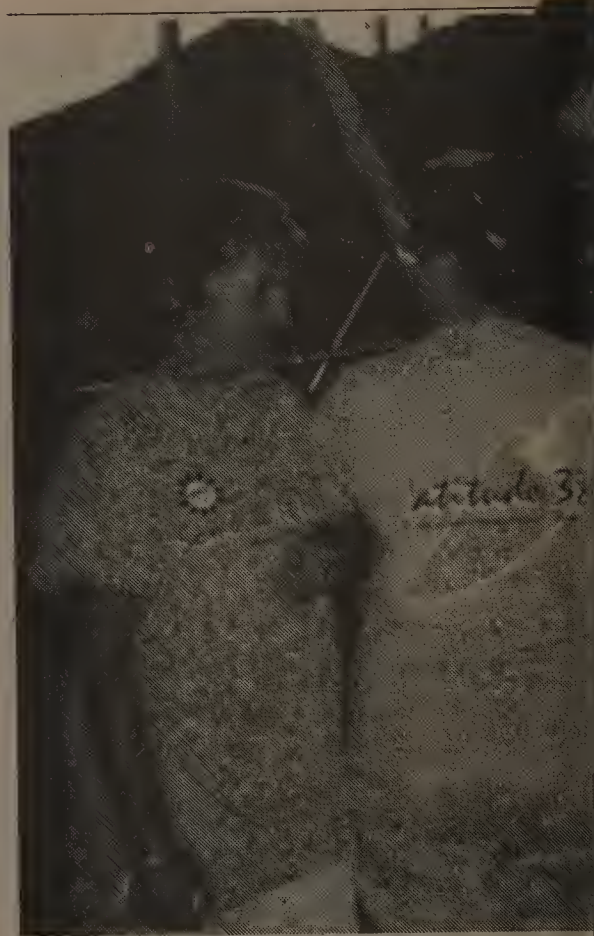
— tom 2/15/94

Cruise Notes:

A great big tip of the *Latitude* hat to Ed and Kathy Longwell of the Modesto-based DownEast 45 schooner **Pegasus**; to Tom Scott of the Menlo Park-based Folkes 39 **Nepenthe**; to Don and Karen of the San Francisco-based Norseman 447 **Temerity**; to Tim of the San Clemente-based Dreadnought 32 **Dulcinea**; and Gordon and Donna of the Hawaii-based 65-foot trimaran. These folks and their boats are working their way up the coast of Mexico, having either completed about just about to complete circumnavigations. Congratulations to all of you!

We'll have more on at least some of these circumnavigators next month.

Say adios to **Sea of Cortez Race Week** and **hola Sea of Cortez Race Days**. Last month we incorrectly reported that the event was scheduled for April 9 - 16. It was a simple but understandable error based on the fact that Race Week has, as the name implies, been a week long since its inception in the early '80s. Alas, this year the sponsoring Club Cruceros de La Paz has



decided to abbreviate the 'week' to four days, April 9 thru 13.

"There'll be four days of fun racing and feasts, tacos and tuna, *cerveza* and cook-offs, in addition to naughty but nice beach parties and volleyball with the notorious teams of Baja," advises Trudy Reid of the Club Cruceros. "We had 90 boats participate last year and raised \$2,700 for local charities; this year we're shooting for \$3,500." Reid, who describes herself as "a Belvedere girl who moved to the Virgin Islands 20 years ago and came to La Paz this Christmas and joined the Club Cruceros yesterday", reports the fun will begin at Marina de La Paz and continue at Isla Partida. As always, everyone is welcome.

Not everybody is happy about the shortening of the event, however. "Ah shit," drawled Bob King of Arizona, who keeps his Lindsey 39 **Media** in Guaymas, "I've enjoyed Race Weeks in the past, but I'm not sailing all the way down there for just four days."

How cold has it been on the East Coast this winter? Our sources tell us that Hal and Margaret Roth, who are living aboard their Pretorian 35 **Whisper** behind a house in Annapolis, haven't been able get up the hill to collect their mail. The frozen slope is too slippery! Yeech. The Roths are famous for their books about cruising aboard their Spencer 35 **Whisper**, and about Hal's competing in the BOC with **American Flag**, a modified Santa Cruz 50. The Roths have a new sailing book out titled *Chasing The Wind*.

If Chuk Lagoon — formerly known as



COURTESY TRONDELAC

Nice T-shirts! To find out who these snappy dressers are, read 'Cruise Notes'.

Truk — is one of the premiere dive spots in the world, why would Dr. Gene Eisenberg and Bill Brickel of the Roughwater 45 **Fete Accomplie** pass it up in favor of Oruluk Lagoon?

"Despite the extensive wreck diving at Chuk, we decided to pass it up because of reports of much theft from cruising boats — including the sinking of one to cover the evidence — protection of known culprits by the judiciary through stall tactics, and the \$75 charge for guides that are mandatory under law," explains Berkeley's Eisenberg. Chuk has always had the reputation for being as bad above the surface as it is good below.

Eisenberg and Brickel used the 1990 West Marine Pacific Cup as their springboard to the South Pacific. Eisenberg was initially surprised at how much work was involved, but after nearly four years, he's still out there.

"I've been doing a lot of reading about cruising lately," writes **Johnny** (not that one) **Carson** of Hailey, Idaho, "and the one piece of advice that keeps coming through loud and clear is to do it! So I'll be taking off in early April for Florida and the Bahamas with my 27-footer. After that, it will be wherever the breezes, currents and whims take me. I'm both real excited and apprehensive to get going."

Carson was aboard *Big O* for *Latitude's* Antigua to Panama charter last May. We thought we'd cured the theater owner and

city council member of the cruising bug back then, but obviously we hadn't.

During his stint as *jefe* of the Peterson 44 Owner's Association, Dick Hansen of San Diego frequently wrote about members taking off cruising. Now it's his and wife Susan's turn aboard **No Ties**. Off to a late start, they plan on spending the summer in the Sea of Cortez before heading on to Costa Rica, Panama, and the east and west sides of the Caribbean. Three years sounds about right to them.

"*Que servir a la humanidad es la mejor obra de una vida*," writes Bill Steagall from the La Paz-based **Inspiration**. "With the help of many foreign and Mexican donors, the La Paz JayCee's not only had its usual Poor Children's Christmas Tree in La Paz, but we also were able to help out the children of a San Jose del Cabo colonia that had simply disappeared in last October's torrential rains. Nearly 7,000 gifts were distributed to the poorest children."

"I don't have words to tell you just how much we, the poor children, and their families appreciate the generosity of the yachting community. If anyone is ever in La Paz during the Christmas season, I invite them to come with us as we visit the colonias to select those who will receive gifts. However, I must warn you, your heart might not be able to stand it."

Steagall's quote? "To serve humanity is life's best work."

American Wayne Thompson, Commodore of the **Aberdeen YC** (Hong

Kong), has been an outspoken leader in efforts to curtail the looting of luxury yachts in that bastion of pure capitalism. So as you might have guessed, Thompson's 40-footer was stolen — from right in front of a marine police station, too.

"Greetings from the **Niue YC**," writes Vice Commodore R.J. Newcombe. "We're delighted to report that we've greatly improved facilities for visiting yachts during the last two years. We now have four mooring buoys in place with another six to come. At the wharf we've installed hot water showers, toilets, fresh water and rubbish disposal facilities. Niue is a safe anchorage except during northerly winds, which seldom occur during the prime April to November cruising season. Further, we have reliable weather forecasting and no navigation hazards."

Niue is an island between Rarotonga and Fiji. For more details, read the *Changes* from **Geja** that appeared last month.

We stand corrected once again. Contrary to our response to a February *Letter*, Bob Ray points out that United Air Lines flies to San Jose del Cabo (Cabo San Lucas) seven days a week. Fares on all airlines serving Cabo vary wildly depending on promotions.

"The accompanying photograph of cruisers," write Lynn and Gerry Purvis of the Vancouver-based **Trondelag**, "was taken in January at a potluck on the docks of Cabo Isle Marina. The gathering was to celebrate a fishing contest among cruisers on the way between Mag Bay and Cabo. Lots of fish were caught and consumed by all. Since a bunch of us were wearing our *Some Like It Hot* T-shirts from *Latitude*, we figured a photo was appropriate. Those pictured, from the left are: Merette MacDonald of **Selene** from Vancouver; Marilynn Berry of **Tortolita** from Monterey; Rosalyn Band of **Tillicum** from Vancouver; Bill Inch of **Sundowner** from Southern California; and Greg and Eric Stevenson of **Maverick** from Nanaimo, B.C."

"Like most of the cruisers we spoke to this year, we were relieved to finally make Cabo San Lucas, having experienced less than ideal weather conditions along the Baja coast. We are now at La Cruz de Huanacaxtle and have had nothing but good times and fair weather since Cabo. We plan to continue south until it's time to head back to the Sea of Cortez for the summer."

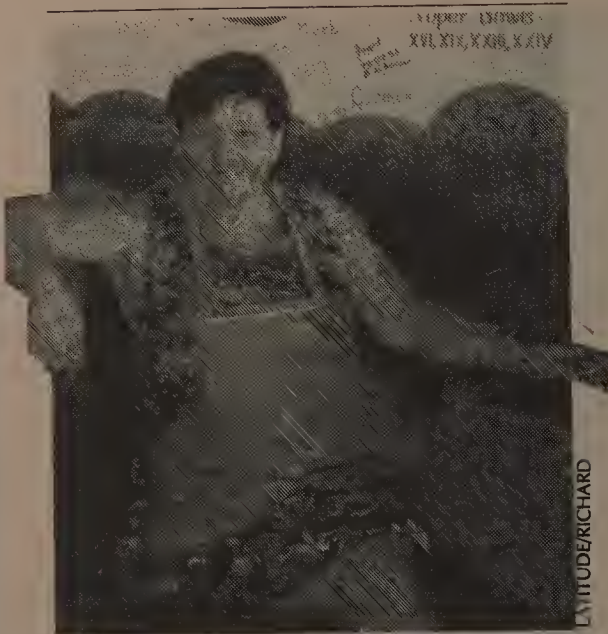
Thanks for photo, Lynn and Gerry, we're proud of the neon orange shirts with the big

CHANGES IN LATITUDES

green chili pepper on the back. Next year's class of cruisers can look forward to more of the same. As for avoiding bad weather along the coast of Baja, we recommend cruisers head south from San Diego early in November. Chances are you'll have better weather than if you wait until December or January. Besides, if you're not in Z-town by early January, you'll be cooler than you ought to be."

"The many articles I've read about going through the Panama Canal suggest carrying at least four 100-ft lengths of one-inch line for the transit," writes Dean Briggs of the San Ramon-based **Shay**. "Are there any places to rent such lines? It would sure make sense as that amount of line is expensive."

Actually, you're actually supposed to have four lengths of 7/8-inch line 125-feet in length, but if you sign a waiver the Canal Commission will let you get away with 100-foot lines. And if you have a small boat, they'll even let you get away with smaller diameter line. It is possible to rent line and extra fenders in Panama, but why bother? Just as yachties take turns at being line-handlers on each others' boats, they



Phil, the patron saint of good times at Melaque, wants you at the Los Pelicanos Restaurant for St. Paddy's Day. Or else.

combine the lines and fenders from several boats to reduce the need for unnecessary expenditures. This is made easy by the fact almost everyone gathers at either the Panama Canal YC in Colon or the Balboa YC in Panama City.

"Scorpions prick or sting some 30,000 children or adults in Mexico every year," writes Philomena Garcia in her often hilarious volume **Pelican's Pouch**. Pick up your copy for the cure while at the cruisers' St. Paddy's Day party at her Los Pelicanos Restaurant in Melaque.

Duane Hines of San Francisco has taken a leave of absence from Etchells competition to cruise aboard his Rhodes 65 **Rewa**. He left January 8, with ambitions of getting as far south as Z-town by March 16, as far west as Hawaii by April 25, as far north as Juneau by June 8. If, as planned, he makes it back to San Francisco by August 13, our estimation of Etchells sailors will ascend even higher.

To all of you kind folks who have written to us or who we've interviewed in the last few months, please accept our apologies if we haven't featured you or your material. We've been **inundated** with material — good stuff, too — like never before. We're doing the best we can.

To close this month, we offer Tom Scott's brief summary of his solo circumnavigation: **"It was much, much easier than I had anticipated."** So what are you waiting for?



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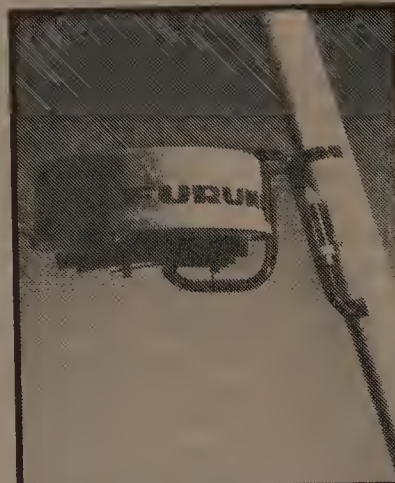
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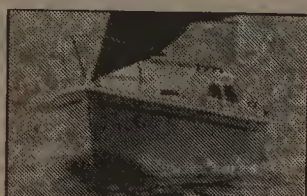
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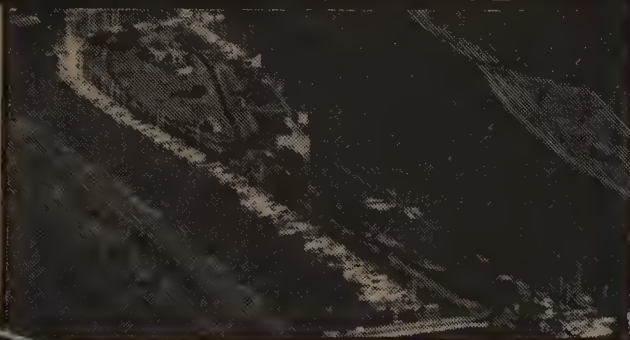
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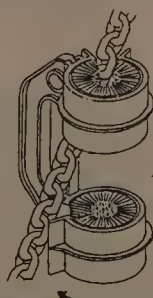
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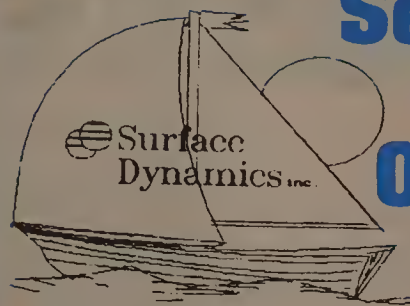
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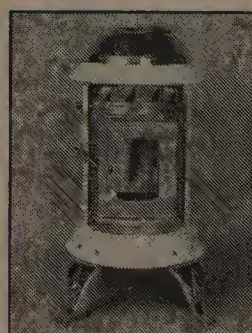
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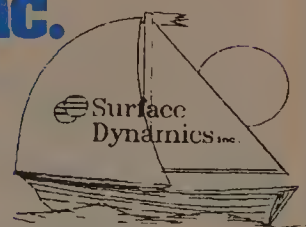
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ISLANDER 28, 1979, new wheel, roller furling, Volvo diesel, teak interior, new rigging, new canvas, list goes on. Great condition. \$19,900. Call 388-4818.

SANTA CRUZ 27, 1986. New bottom paint, trailer, outboard, battery, AP. Santa Cruz harbor slip sublease for 1 yr. is available. \$13,900. Call (408) 338-3543.

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CATALINA 25, 1979, bottom painted 5/93, swing keel, 3 sails, Honda o/b, DS, KM, portable VHF, battery charger, propane stove, BBQ, pop-top w/curtain, complete cockpit cushions, boom tent, swim ladder, Stockton berth. \$9,750. Call (209) 529-3256.

26-FT RAWSON, sailboat f/g, 7 hp o/b in well. Sleeps 4, head sink, stove, fast and fun. 2 jibs, 1 main, pop-top, head room with canvas curtains, must see. \$4,990 obo. (805) 549-6448, anytime.

28-FT WOOD Samurai, sloop, Eldridge-McInnes design, new 29 hp Perkins, new electronics, brought up to survey specs, heavy ocean capable, sailed Puget Sound to Baja and back. Equal to Bristol Channel Cutter, for 1/4 the price. \$22,500. (206) 387-9442.

SC 27, 1975. Freshwater boat, trlr, 7 winches, depth, speed, many sails. New paint, new Ballenger mast, Die Form, rigging, no blisters. Building a house. Boat goes. (503) 285-3020.

SANTANA 525, 1980. Clean, freshwater boat, 3 sails, 6 hp, 2 cylinder Evinrude, set up for spinnaker, 9-ft. beam makes it a really fun racer or cruiser. \$4,000 firm. Stockton berth. Call (209) 525-8901.

27-FT MULL QUARTER-TONNER, built for 1976 World Championships, still competitive, club champ, reconditioned 1990, mast-head, flush deck, full race gear, 11 bags, 8 winches, pipe berths, inboard, folding prop, tandem trailer. Fun boat, turns heads. San Diego. \$7,600. (619) 424-9277.

CATALINA 27, 1974. This fresh water Delta tall rig has nearly new mast, boom Pro-Line epoxy bottom, 9.9 Evinrude, cushions, sails and rewiring. VHF, KM, DS, WI, spinnaker, club jib, more. \$9,250. Two-boat owner wants to sell. Call (209) 462-3808.

27-FT CATALINA, 1976. Sleeps 6, inboard, VHF, dinette, etc. Ready to sail. \$7,500 obo. Call (510) 833-2477, lv msg.

COLUMBIA 28, '68, 5 sails. Refitted with VHF, depth, rigging, lines, batteries, life vests, compass, battery charger, stereo, Yamaha o/b. Teak interior, alcohol propane stove, anchors, shore power, head with tank, Atomic 4. Needs love. Recent survey, haul, paint. \$8,500. Call (510) 370-7017.

CATALINA 27, 1971. Dinette model with o/b. Custom woodwork interior and CNG stove. Electronics KM, DM, and VHF. 2 mains, 3 jibs, plus spinnaker. All lines led aft. Lots of extra equipment. Located Sierra Point Marina in Brisbane. \$6,500. (415) 341-3371.

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MERIT 25, 1979. New mast and standing rigging 1992, haulout 1993, new cushions 1994, 13 sails, VHF. \$5,000. Call (510) 524-3467, eves. (415) 358-4924, msg dys.

CATALINA 25, 1982. Fixed keel, excel. condition. New bottom paint, main, jib, genoa, Honda 7.5 hp, VHF, DS, compass, charger, lines lead aft. \$8,900 obo. Bernard, (707) 255-4609.

25-FT 1984 LANCER sailboat w/50 hp o/b and trailer. Autopilot, good shape. \$12,000. Call (415) 461-9639; (916) 544-7494.

ERICSON 27, 1977. Atomic 4, 2 mains, 4 jibs, (2) batt. new DS, KM, W/D, W/S full galley, standing enclosed head, sleeps 5, AM/FM, VHS, new exhaust, new covers, shore power. Truly a beautiful sailboat. \$13,000. (415) 742-9490, dys; (415) 355-8925, eves.

NEWPORT 27, 1970 in excellent condition. Atomic 4, epoxy bottom, new dodger, VHF, KM, DS, two speed winches. Cockpit cushions, dual batteries, sails 5 years old, a great stiff bay boat, never raced. \$10,500 obo. Call (510) 829-7365.

CORONADO 25. Berkeley berth. Very clean, strong, roomy Bay boat. Johnson o/b in well. Sail cover, life lines, pulpit, alcohol stove. \$4,500. (707) 426-6016.

MILITARY TRANSFER forces sale. 1980. Hunter 27. New Yanmar diesel, wheel, DS, KM, Loran, VHF, stereo, dual batteries, teak interior, 12V pressurized water, porta-potti, galley, standard sails & storm jib and gennaker. Bottom paint 2/94. \$15,000 obo. (707) 649-9610.

28-FT, 1959 JOHN HANNA designed Gulfweed ketch, fir over oak, gaff-rigged main, 8 sails, Volvo diesel, VHF, stove/oven, maple/mahogany interior. Sails gracefully on Bay or open waters. Solid and beautiful. Must sell. Asking \$9,000. (707) 539-3711.

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ERICSON 26, 1969. 10 hp Chrysler o/b, 3 headsails, VHF. Nice interior. Solid Bay boat. \$4,800 obo. Call (916) 721-4888; (916) 927-7106.

27-FT SUNYACHT, built by Reinell, 1977, sleeps 5, 2 double berths, 6'1" headroom, handhead, OMC saildrive, fin keel, tiller, bottom scrubbed, painted in '92. Very well maintained. Must sell. \$8,500 obo. (916) 988-8933.

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1984 CATALINA 27. Bottom paint '93, diesel, new batts., batt. charger, alcohol stove, 2-man inflatable, radio & antenna, adj. backstay, boarding ladder, 120% furling jib. Double life lines, life sling, holding tank, bilge pump. \$17,000. (408) 238-3796.

HUNTER 25-FT, 1978. 10 hp Honda, VHF & am/fm radio, solar charger, full galley, head, sleeps 5. \$7,000. Call Don, (510) 932-6868.

CORONADO 27, 1973. 3 sails, DS, new interior, new varnish. Must see. \$5,995. (510) 536-3526.

MERIT 25, 1983. Rebuilt/reinforced keel 1992. New mast and standing rigging 1991. Spinnaker, 100, 120, and 150 jibs. Autohelm, Loran, VHF, DS, knot log, compass, gel cell, Evinrude 4.5. Fast boat. Move forces sale. \$8,000 obo. Call Bob, (510) 886-6170.

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CORONADO 27, 1971, immaculate condition, 3 sails, great condition, 10 hp diesel, new mast and boom in 1986. Sausalito berth. \$6,900. Call (415) 456-6757.

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CORONADO 27. Good condition, interior nice, okay sails, new bottom paint, good boat, but needs o/b and minor TLC. \$4,000 obo by end of March. Good liveaboard for one person. (510) 273-9266.

CATALINA 27, 1978. Atomic 4 with new carb, electric fuel pump, and impeller. Just hauled out with new bottom paint, engine tune up and rigging check. New main and 120 jib, new VHF, CD player. Has Autohelm, shore power, battery charger, depth, and KM. Many extras \$11,500. (415) 925-0495, (h); (800) 822-7495 (w).

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29 TO 31 FEET

J/29 1983. Race one design, then cruise to Sam's. Race winner already this season. Lots of gear for the Bay or ocean. Berthed in SF City Marina. \$19,500. (415) 854-1491, eve; 961-3300, day.

ISLANDER 30, BAHAMA, 1980, wheel, diesel, AP, Loran, great condition. Two boat owner. \$25,000. Bill, (408) 246-8131 or 241-0192.

PEARSON 30, 1978. Dodger, AP, Loran, stereo, EPIRB, automatic Halon system, KM, DS, VHF, 5 sails, new bottom, all lines led aft, teak cockpit coaming. Immaculate, well maintained, fast and comfortable. BUC \$27,400, sail away for \$21,000. James, (415) 573-1332.

ISLANDER 30 BAHAMA, 1979. Volvo Penta diesel, VHF, wheel, compass, DS, digital knot log, shorepower, mainsail and 3 jibs, insulated headliner stove, hot water, etc. Reduced. Asking \$20,000. Will consider offers. (415) 364-1675.

NONSUCH ULTRA 30, 1984. Equipped for fast, safe, fun sailing. Priced to sell. Come get her for \$65,000. (415) 467-6645; (415) 738-9905.

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CAL 3-30, 1978. Race or cruise and ocean ready. Kept in excellent condition. Atomic 4 runs well. Rigging new. 2 mainsails, 3 jibs, blooper, 2 spinners, Loran, VHF, DS, KM wind s/d, EPIRB. Interior immaculate, 6 berths, shower. Berthed Coyote Point. \$20,000. Call (415) 573-0677.

ROBERTS 30. Custom built junk rig, Yanmar diesel, HAM, VHF, DS, GPS, windvane, AP, 8' hard dinghy, 65 gal. h2o, 30 gal. fuel, 5 sails, massive storage. Especially built for long range cruising. Positive flotation, located So. Cal. Asking \$25,000. (714) 831-7641.

30-FT DANISH DOUBLE-ENDER epoxy hull tiller dodger, full keel Norseman fittings, new rigging, new inflatable SSB, VHF, SatNav. 20,000 worth of gear, new diesel, circumnavigated once, ready to go again. Completely refitted. \$34,900 offer. (619) 445-6155.

STEEL 30-FT VAN de STADT, 1986, Yanmar, Maxprop, Profurl, spinnaker w/chute-scoop, sand-blasted & painted in Dec. '92 wheel, AP, KM, DS, VHF, SatNav, new head, CNG, stove/oven, fin keel, \$30,000. Lying Baltimore, (410) 788-2826.

CATALINA 30, 1985. Well cared for cruising vessel. Traditional interior, new carpet, LPG stove/oven. Doyle Stack Pack full batten mainsail. Furling/reefing jib, self tailing winches, dodger with full canvas, bimini. Many extras. \$35,000. Call (408) 371-9576 or (510) 522-6059.

YAMAHA 30, 1980 dodger, lexan ports wind instruments, Loran, VHF, stereo. Spin. gear, 5 sails. Yanmar 10 hp rebuilt 1991. \$25,000. Will consider trading into 38-42 boat. Call John, (415) 824-1856, after 7 pm.

CATALINA 30, new dodger, Harken furler, Loran, KM, VHF, strong Atomic 4, recent standing and running rigging, Autohelm and plenty more. \$21,000. Call Dale, (510) 638-3200, dys; (707) 447-5250, eves.

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CATALINA 30, f/g, 1979. Wheel, dodger, Autohelm 4000, Loran, VHF, DS, KM, Atomic 4, tabernacle, roller furling, jiffy reefing, teak interior, holding tank, lots of canvas, excellent condition. Eureka, CA. (707) 444-8741, eves. \$26,000 obo.

ERICSON 29, 1971. Atomic 4 inboard, furling jib, 2-speed winches. All gear and 3-man inflatable included. Hauled and painted 1991. No blisters. Well-maintained. \$14,000. Berkeley slip. Call David, (510) 642-3132, dys; (510) 883-9542, eves.

CATALINA 30, 1978. New Harken roller furling and Barient self-tailing winches, wheel steering, folding prop, extra main winches, KM, DS, wind point and speed, Atomic 4, tri-radial spinnaker and extra poles, extra 100 and 150 genoas, deck canvas, microwave and propane water heater, good condition. \$17,500. (510) 975-5311, dys; (510) 838-1328, eves.

HUNTER 30, sloop, 1979, VHF, Loran, DS, KM, compass, roller furling jib, Yanmar diesel, wheel steering, dodger, delta awning, galley, head, shower, stereo, am/fm cass. Just hauled, new bottom paint. \$24,000. (415) 595-2930.

OBSESSED. Santana 30. Competitive racer/delightful cruiser. Excellent condition, 10 winches, double head foil, 7 bags of sails, 2 spinners. New mast and boom and rigging. Sleeps 5, full galley. Volvo diesel-runs great. Cockpit cushions. Can give race/cruise instruction if interested. \$22,500. Call Larry, (707) 745-4811.

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ERICSON 30+, 1980. Great shape. New instruments and bottom paint 7/93. Yanmar diesel, Martec prop, VHF, Loran, wheel, pressure water, shower, propane stove, battery charger, seven sails. \$23,500/offers. Call Lee (408) 756-2542, dys or (415) 593-0405, eves.

S2 30-FT, 9.2A, 1979. Aft cockpit, wheel. New bottom paint, depth, speed, VHF. 15 hp Yanmar, like new, runs great. Alcohol stove, h/c pressure water. 100% and main sail. Docked at South Beach Harbor, S.F. \$24,000 obo. (408) 954-7285.

ERICSON 30, 1969. Roller furling, refrigeration, KM, DS, stereo, shore power and water, battery charger, and wood stove. Roomy, strong, and sound, but needs new engine. \$9,000 obo. Jim (415) 664-8811.

BRISTOL 30. Classic cruiser, great bay sailer. New topsides, new main, new 85%, 120%, 150%, new settee, low mileage engine, life raft, o/b, life jackets, all gear. \$17,500. Tai, (415) 380-8377.

30-FT CATALINA, 1984, very clean, diesel, roller furling, new factory interior cushions, custom cockpit cushions, complete epoxy bottom 1991, hot/cold pressure water, CNG stove/oven, am/fm cass. stereo, shore power, Signet speed/knot log, DS, new Horizon VHF, new Harken traveller, just rebuilt transmission, 2 mains, 2 headsails. \$31,900 obo. (415) 383-7008.

1984 PEARSON 303. New sails, full batten main w/lazy jacks, tri radial jib w/Harken furling. New standing and running rigging. New Autohelm instruments. Two new anchors. Yanmar 2GMF - just serviced. Ready to go. \$32,250. Call (707) 426-5823, or pager (510) 840-4191.

ERICSON 30+, 1982. Surveyor says like new (hauled 8/93), Universal 16 diesel, Combi KM, Depthfinder, wheel, VHF, battery charger, hot, cold, pressure water, CNG, stove, oven. Tabernacled mast, sleeps 6, new upholstery, stereo cassette, Santa Cruz slip. Ideal family cruiser. \$31,500. (408) 426-3781.

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J/29, 1984 MASTHEAD. Customhinged Forespar mast. 12 bag North inventory. Lightweight 10 hp inboard. All the good options. Signet KM, Sailcomp, VHF, AP, RDF & lots of other stuff. Great race record, fun cruiser. \$5,000 down & \$240/mo. oac. Stan, (714) 635-5573 d, (310) 592-1660, e.

CAL 29. Race/cruise ready. 6 sails, 9 inches. 2 APs, Loran, VHF, DS, 3 wind gauges, KM, log, 65A alternator, good ground tackle, oversize rigging, new curtains, upholstery. Rebuilt Atomic 4, folding prop. New tank, strut, shaft. \$18,500. (415) 969-1614.

HUNTER 30, 1989. Auxiliary sloop. Excellent condition. Yanmar diesel, wheel steering, good sail inventory, pressure water, shower, comfortable interior, full galley, survey and new bottom paint, (no blisters) 12/93. Many extras included. Great Bay and Coastal yacht. \$24,000. Call (415) 383-3687.

CATALINA 30, 1978. Diesel, all teak interior, tall rig, roller furling genoa, wheel, 2 water tanks, pressure water, macerator, double lifelines, double sink, radio, nonskid decks, shower in head. One owner. Well maintained. \$17,900. (415) 387-4265.

1984 CATALINA 30. One owner, diesel, wheel, Harken furler 8/92, dodger, new standing rigging & life lines 8/92, more. Berthed Alameda. Call for detail equipment inventory sheet. May carry-back some \$ for right deal. Asking \$26,000. Call (408) 263-6876.

32 TO 35 FEET

ERICSON 32, 1987. Diesel, fast & fun to sail, beautiful teak interior recently refinished, new sails, furling jib, Data Marine instruments, Alpine radio/cassette. Excellent condition. Berthed at Mariner Village, Alameda. Asking \$51,000. Call (510) 933-5211.

APHRODITE 101 (33-ft sloop), 1979/1980. Sleek, fast and fun for exciting racing and comfortable cruising. Danish quality in design (Elvstrom/Kjaerluff) and craftsmanship (Bianca Yachts). Fractional rig for easy sail handling. Cozy interior with lots of wood. New mast and engine within last 6 years. Full sail inventory, electronics and extras. Why wallow around in a bathroom fixture when you can sail with a Danish girl? \$32,500. (415) 227-3560.

GET THIS ONE before economy heats up. Best offer. Health forces sale of my Rhodes Traveller 32 cruising ketch, all gear, Avon. Fiberglass pre-blisther hull, teak deck, diesel. Santa Cruz slip for 2 years. Original owner, (408) 354-8719.

ARIES 32-FT '76 staysail sloop. Aluminum mast with StaLocks. Barrier coat bottom. Many upgrades. New: CNG stove, water system Loran, Fatho, standing rigging. Custom fit Montgomery dinghy. Dickinson fireplace. Very clean. Must see. A sailing boat. Asking \$35,000. (408) 479-3268.

11:METRE ONE DESIGN 1993. 33-ft of sailing fun with North main, jib, spinnaker, and reacher. Outboard bracket, pole launcher on boom, wiring harness installed. Newport Bch. \$32,000. (800) 468-4496, dys.

ERICSON 35-FT, 1972. Excellent condition, complete blister job, barrier coat, 8 sails, extra gear, complete boat/sun cover, wheel, pressure water, shower, sewage treatment, 60 gal. water, 50 gal. fuel. \$39,000 firm. (916) 791-0644, eves. Berkeley berthed.

CUSTOM CHOATE 33. Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank etc. Photos, survey, equipment list upon request. Moored in Marina Del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

PEARSON 323, classic 1978 coastal cruiser. Single owner. Very clean. Volvo diesel, Autohelm, VHF, Loran, DP, KM, Force 10 propane stove and heater. Avon w/outboard. 2 furling jibs, spinnaker, jennaker, 2 mains, and dodger. Asking \$34,500. Call Kent (408) 252-3926.

FISHER 34, 1977. Excellent condition 1993 survey, Perkins diesel, furling jib, Signet instruments, radar, much more. Write: R. Neff, 2726 Shelter Island Dr., Box 165, San Diego, CA 92106.

PEARSON 32, 1982. High quality, great sailing boat at an affordable price. Roller furling, dodger, wheel, diesel, h/c pressure, more. Dean, (408) 252-2831.

'87 CATALINA 34. Roller furling. Interior/exterior, like new. New varnish on all teak. Microwave. VHF, knot, depth, wind instrument. Very low hour diesel. Best buy at \$54,500. (916) 427-2732, Benecia.

1979 BRISTOL 35.5 High quality, excellent condition. Roller furling. \$42,000 obo. (408) 363-4213.

32.5 FT. PEARSON VANGUARD, 1965, #271. She's in good shape and clean. \$18,000 obo. Rich Moore, (415) 512-6257, wkdays; (415) 331-7954, wknts/wknds.

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CAL 34, 1975. Excellent condition, huge cockpit, Westerbeke diesel, dodger, windlass, 2 anchors, wheel, VHF, knot, depth, Loran, stereo, CNG stove, pressure h/c water, shower, 130% genoa, reefable storm jib and main. \$25,500. Call (805) 649-1357.

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'87 CATALINA 34. Interior/exterior like new. New epoxy bottom, 3 headsails, roller furling. Teak cockpit sole & folding table. Propane stove, inflatable dinghy, canvas covers. VHF, knot, depth, Loran. \$53,000. Doug, (510) 763-3706.

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CAL 33, 1971. Universal Atomic 4 gas engine (25 hp), recent overhaul approx. (10 hrs), instruments, 14 winches, 12 bags of sails, anchor, etc. Survey, new bottom; \$35,000. With slip in Monterey, or cheaper without the slip. (209) 435-1074 or (408) 384-6163.

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36 TO 39 FEET

38 HARTLEY - South Seas ferro sloop. Cruiser/liveaboard in excellent condition. Launched in 1976. Tight, dry, beautiful: Loran, roller reefing, Perkins 4-107, much more. Owner transferred abroad. Located in Humboldt Bay. (707) 822-8418. \$25,000 obo.

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ISLANDER 36. Pathfinder diesel, spinnaker, instruments, extra sails, 9 winches, windlass, 10' Avon, 15 hp Evinrude, liferaft, 40 Amp charger, alternator bypass, Tillermaster, 3 anchors, ADF, spares, lots more. Located in Puerto Escondido, Mexico. (714) 921-1452 or 011-52-113-30803.

PEARSON 37-FT sloop/82 performance cruiser, well maintained, excellent condition, epoxy bottom 2/88, rod rigging, 2 spinnakers, 120% jib, Hood seafurler, Loran, Signet, AP, 2 anchors, 10 winches, stereo, VHF, propane stove, pressured h/c water. \$57,500. Call (510) 523-0773, (510) 376-4545.

ISLANDER 36, 1973. Diesel, full lead keel, pedestal steering wheel, compass, depth finder, KM, stereo, VHF, stove/oven, sails, batteries, chargers, anchors, icebox, sink head, sleeps 6, spinnaker pole. Won Islander Regatta Championship, 4 match races. \$29,000. (415) 454-2294.

LIVEABOARD 39-FT Pilothouse Landfall. Modified Ron Amy design. 50 hp Perkins diesel, dual hydraulic steering, auto. battery charger. F/G hull, excellent condition, teak deck/exterior trim. Cutter rig, 2 jibs, clubfooted staysail. Beautiful teak interior, full headroom, 4 separate cabins. Master cabin/head, full galley/dinnette, custom mid-cabin lounge, forward cabin/head. Storage everywhere. Canoe stern, davits, sailing/rowing dinghy. Many spares, tools, equipment, boat related items. Flexible/offers. (510) 939-4870.

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ISLANDER FREEPORT 36. The perfect liveaboard. If this is a major consideration, do not purchase another boat until you have seen this one. Brand new zero time Perkins 4-108. Robert Perry's best design. Documented six pack. Asking \$80,000. For equipment list and specs write Capt. Chet Ferguson. 6470 Crosswoods Cir., Citrus Heights, CA 95621, (916) 725-5634.

ISLANDER 37, 1976. Pilothouse sloop, good handling cruiser, roller furling, main & jib, 40 hp diesel, Westerbeke, refrigerator, VHF, Loran, AP, wheel steering, Force 10 stove & oven, documented vessel, needs some interior work. \$38,000 obo. (503) 826-2013.

38-FT 1962, FARRALLON CLIPPER #19, 7/8 frac. rig, new rigging, new rebuilt Yanmar dsl., propane stove, ground tackle, epoxy hull w/ Versatex sheathing LP paint, excellent cond. Call for pics & specs. Located in So. Cal. \$36,500. (310) 833-7228.



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LAPWORTH 36, sloop, large sail inventory, complete refitting finished June '93, cruised to Hawaii and coastal, VHF, Loran, SSB, removable dodger, Barent winches, sleeps 6, 2 anchors chain-rode, great liveaboard. Santa Cruz slip available. \$21,000/offer. (408) 475-8020, Jim.

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ISLANDER 36, 1972. Good cond. Perkins 45 hp diesel, must sell. \$23,000 obo. (510) 683-4205, dy/msg. (510) 490-5987.

FOR SALE/TRADE 36-ft Atkin staysail schooner. Beautiful eye catching ocean cruiser. Very good condition. Must sell. Moving aboard. \$40,000. 982-4779.

40 TO 50 FEET

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BALTIC 42 dp Magnum '87. Owner says sell it now. Extensively equipped including: 3-blade Max Prop, Harken RF, oversize winches, stern mounted swim ladder, windlass, BBQ, radar, Loran, GPS, 12v watermaker, Grunert refrigeration, Perkins 4-108, SSB, VHF, B&G and Autohelm instruments, Autohelm 4000, weatherfax, Alpine stereo, dacron cruising sails, kevlar racing sails inc. 4 spinners. Excellent condition. Ready to go anywhere. Serious ready to buy offers only. (916) 583-6107.

MASON 43 CUTTER, 1985. Meticulously maintained. Liveaboard, cruise ready in La Paz Mexico. Westerbeke engine and generator, Autohelm, Loran, radar, SatNav, HAM/SSB, watermaker, windlass, 5 bilge pumps, furling headsail, self-tailing winches, reefer/freezer. Call for huge equip. list, photo. \$180,000. (805) 393-5458.

C & C 40, 1981. A beautiful, well maintained performance cruiser. Full battened main, furling jib, spinnaker & gear. Diesel with low hours. B & G instruments, rod rigging. Propane stove with oven. H/C water, pressurized/shower. Very strong, PHRF of '84. \$62,500 firm. (916) 824-2329.

40-FT KETCH CLASSIC woodie great shape. Back from cruising and loaded with gear. Very pretty. Asking \$48,000 or trade up for larger "project" cruiser. Will deliver and will negotiate. San Diego area. (619) 687-5480.

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VAGABOND 42-FT KETCH. (Westwind 42, Dec. '86) I'm 80, had heart bypass, must give up sailing. These boats are rarely for sale. Experience its outstanding lay-out and teakwork below. Slip 158 Schoonmaker Marina, Sausalito. (415) 331-5811. No agents; not at \$118,000.

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CT41 KETCH, excellent condition, FG, 50 hp Perkins 4108, R. furl jib/staysail, fuel 150 gal, water 135 gal. H/C pressure, ac/dc refer., propane stove, Micro, AP, Loran, equip. for cruising, many extras. Documented, new bottom paint. \$68,000. (209) 529-5508.

CHEOY LEE OFFSHORE 41 ketch, Ray Richards design; customized for world cruising; comes with everything from Henri-Lloyd foul weather gear to spare parts, and backups to backups including GPS, SatNav, Loran, sextant, 600 feet of chain, 10 sails, inner forestay, jiffy reefing, refrig, large chart table, Givens, class A EPIRB, solar panels, davits, dinghy, o/b, rack and pinion steering, Perkins 4-108 new 1986, expanded battery compartment with 2-200 amp hour batteries, AP, emergency generator, full awnings, dodger, Gas Systems stove, natural gas and propane and high seas medical kit among other things on 5 page equipment list. Beautiful condition. Must sacrifice. \$75,000. (805) 569-5225.

HARDIN 45 center cockpit, documented, liveaboard/cruise-ready ketch. Recently installed top name brand watermaker, radar, GPS, AP, Loran, SSB, Loudhailer/fog horn, stereo, CD, deck, speaker below and on deck, 403 Mhz EPIRB, Profurl, cruising spinnaker, BG instruments, inverter, gel batteries, SL electric windlass, controls on bow & helm, 400 ft. chain, 200 rope 60# 40# CQR, Danforth, Ample R brand electric system, Newmar panel, LPG for galley, stove and BBQ, twin Raycor filters, alarms: fire, water, fume, engine. Newly rewired AC/DC throughout, floor/dome lights, wood stove in salon, dodger, 8-man life raft, detailed logs of 2 Mexican cruises, hauled & bottom painted. Recent survey. Moored in Santa Cruz. Dr. Bob Schemmel, (408) 395-3054.

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HANSCHRISTIAN 43T, 1986, cutter, performance underbody, fully equipped: AP, GPS, radar, Loran, SSB, VHF, solar panels (3), quadcycle, 2 reefer systems, furling etc. Ready to go anywhere in the world today with speed, safety and elegance. \$179,000. Bob, (714) 550-6699.

41-FT GARDEN DESIGN KETCH, custom built 1973, glass hull, beautiful teak interior, full galley, head, shower, 90 hp Ford Lehman diesel, VHF, sounder, Loran C, 13 sail bags, 2 spinnakers, custom oversized rigging plus new extra set of same. *Motiva*. \$55,000. (415) 359-7075.

KETTENBURG 50, ketch, mahogany on oak, good condition, rebuilt Detroit diesel, new pro furl, LPG stove, many upgrades. \$65,000. Tom, (310) 548-5255.

41-FT CHEOY LEE, 1980. Cruise or liveboard, diesel, VHF, Loran, Autohelm 4000 AP, and Bidata speed/depth, Signet windspeed/point new dodger/sail covers, CNG, refrigeration, elec. windlass, 6 sails & spinnaker, 10-ft inflatable with 8 hp o/b. \$85,000/offers. (408) 436-8496.

S & S 47-FT CUSTOM CUTTER. A classic beauty. Built 1959 of mahogany on oak. Veteran of Mexico & Hawaii, she's ready for Bay Delta or ocean cruising. Fully equipped including Loran, SSB, Aires windvane, refrigeration & much more. \$48,500 obo. Peter, 331-0907.

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STEEL M/S KETCH 52-FT OA, 1972 by VanDam, Holland. Cruising, liveboard, located Puerto Vallarta, Mexico. \$160,000. Fax: 52-322-10260, MS/Y Jan Broer.

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SPENCER 53-FT center cockpit cutter, KM, DS, AP, roller furling jib, GPS new gel batteries, 1800 watt inverter/charger, Isuzu diesel, 10' Avon with o/b excellent liveboard cruiser. \$105,000. (206) 778-5179.

53-FT BRUCE ROBERTS steel cutter motorsailer, Canadian built 1987. Liveboard/charter, 3 state-rooms, 2 heads, large galley, freezer, 2 fridges, 7.5 kw generator, 120 hp Ford engine, roller furling, VHF and SS radios, dive compressor and much much more. Already in Carribean. Priced low for quick sale. \$95,000 USD. Fax 011-57-53-605-582, Norman Bennett.

51-FT MORGAN OUT ISLAND center cockpit liveboard/cruising ketch. 3 stateroom layout with large aft cabin, 2 heads with showers; 1 with tub. Navigation station has Apelco Loran, SatNav, Furuno radar, EPIRB, VHF, SSB. Main salon had diesel fireplace, TV, VCR, stereo system with Bose speaker inside and in cockpit. New LPU in 1991. 85 hp Perkins diesel and 12kw Onan generator. \$98,000. Call (408) 257-7949, h; (510) 568-6911, w.

60-FT STEEL CUTTER, classic lines, Fife design, 1938 DeVries built, racer/cruiser, *Jonathan Swift*, 6'2" headroom, 3 cabins, sails, 60 hp dsl, need elect, plumb work + about \$12,000 to restore to \$150,000 value Asking \$50,000. Call owner (707) 579-1046.

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JINKER very well-known 40-ft wooden cutter by Sam Crocker. Beautiful, fast, strong, exciting to sail. A classic boat to be proud of and enjoy. Good condition. Berthed in Sausalito. \$49,500. Call for detailed spec. sheet. Call (707) 573-9430.

1956 CHEOY LEE LION, 35-ft Robb sloop. Teak planked, copper riveted in exceptional condition. All new standing rigging, including chainplates. Conscientiously maintained by owner of 16 years, including extensive restoration and numerous upgrades. Aries vane, full cover, VHF, DS, KM and more. Beautiful, strong and seaworthy. Much admired at the Sausalito Tall Ships Society's Vintage Boat Show, her owner is seeking a kindred spirit to adopt this classic. Must see to appreciate. \$30,000. (510) 525-5430.

47-FT KETTENBURG PCC Antigua is a beautiful Marconi-rigged sloop in excellent condition, 27,000 lbs. with a 9.5' beam and 7' draft. 2-boat owner distress sale. Asking \$30,000 but will consider all offers. (510) 436-6558.

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20-FT TRIMARAN, Farrier Tramp, daysailer. Looks like F-27 without cabin. Launch in minutes. \$11,300 w/trailer. 36'X20' Nacra racing cat. 30 knots plus. 2,000 lbs., 50' rotating mast, new over 50k. Steal it at \$18,750 obo w/trailer. Call (702) 746-1890, Reno.

CROSS 46, MARK II model B, sloop, 105 hp 6 cyl. diesel. Pilothouse w/2 cockpits, 3 steering stations, 3 queensize cabins, teak cabinsoles workshop. Professionally built 1978 Airex core hulls, ultimate world cruiser or charter vessel. \$165,000. (805) 546-1410.

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26-FT CROSS TRIMARAN, 3 sails, 1 spinn., am/fm radio, solar pwr, great shape. \$4,500 obo. Randy, (510) 521-0883.

40-FT PIVER TRIMARAN, ketch, aft cabin, sleeps 7, propane stove-oven and refrigeration, work shop, new running rig, aluminum mast, twin headstays, mast steps, shower, pilot house, documented. Owner aboard, located at Baja Sur, Mexico, near airport. Sacrifice \$19,500. (503) 549-0717.

37-FT POLYCON CATAMARAN balsa/fiberglass, 3 cabin, 2 heads, propane stove & 3-way refrigeration, 3 anchors, double battery bank, inverter, watermaker, radar, GPS, EPIRB, weatherfax, SSB, Yanmar diesel. \$90,000 obo, will work with broker. (619) 270-1071.

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36-FT CHRIS CRAFT '61, boatyard restored, twin 427 Cobra engines, low hrs., clean & ready to go. New teak decks. Refastened. \$15,000. (510) 236-6633.

37-FT CHRIS CRAFT, '62. 350 hp twin engines, rebuilt, low hrs, radar, refastened. New transom. Boatyard restored. \$30,000. (510) 236-6633.

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ONE-FIFTH PARTNERSHIP available in well-maintained 1986 Catalina 36 with Pier 39 berth. Two staterooms, head with shower, Universal diesel, dodger, furling jib, self-tailing, Loran, CNG. \$12,000 equity plus \$75/month for all expenses. Doug, (408) 353-2653 or (408) 866-4300.

ERICSON 30. Seeking partner for my boat, roller furling jib, depth, knot, VHF, Loran, Sausalito berth. Must be experienced sailor. \$175/month. Call Lynda, (415) 355-0263.

LANCER 36. 1/3 or 1/2 interest available in 1982 Bill Lee sloop. Original owners have maintained and upgraded boat continuously since new. Dark blue Awlgrip LPU topsides, roller furling, cruising interior, epoxy bottom, Sausalito berth, terrific bay cruiser. Step aboard and start sailing, this boat is completely equipped and needs nothing added. Experienced sailors only, please. Equity contribution plus \$500/month expenses for 33% ownership. Call Alson at (408) 288-6307 or George (415) 776-5118.

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BREWER 46, partnership. Pilothouse cutter. Great opportunity to own a fantastic bay and bluewater boat. Excellent partnership, fully equipped, Bristol condition, low interest loan, low balance. 25% share. \$9,500. (\$400/month). Call for details, (707) 255-3368, eves.

RANGER 23. Active partner wanted for one design racing and cruising on S.F. Bay. San Francisco City Front berth. Great location. \$1,200 total purchase price. Low monthly slip fee & maintenance. Glen, (415) 922-5231, h; (415) 296-3302, w.

MORGAN 38. Beautiful. No maintenance duties. Roller furling jib. New easy-reef main, electric anchor windlass, 50 hp diesel, sleeps 7 inside, refrigerator, VHF, stereo. 1/5 equity, shared monthly costs. Second home deductions may apply. Reservation scheduling. Sausalito Marina. Dale, (415) 964-2801.

C & C 38, 1/4 interest in well run partnership. Berthed S. Beach Marina 13+ sail, 14 winches, dinghy, 35 hp Yanmar, lots of extras. \$12,500 plus 1/4 monthly expenses. Allan, (415) 726-7072.

TRADE

36-FT STEEL SAILBOAT cutter rigged. All cruise gear. Built in Australia, cruised 10 years westward to Kauai, Hawaii. Needs refit. Value \$25,000. Will sell or trade. My new lady wants motorhome, trawler, or property. She has cash for difference. (808) 823-0359.

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RHODES 19 SAILS needed. We need a decent (but cheap) set of sails for our boat. Please leave your name, telephone number and price on our Dad's voice mail. (415) 379-7804. Thanks, Scott (10) and Matt (6).

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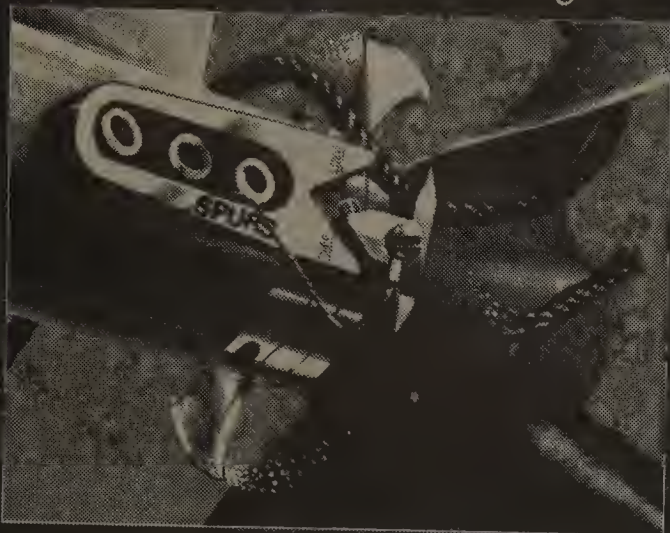
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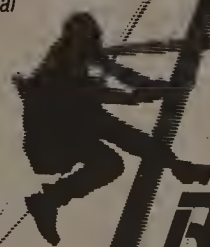
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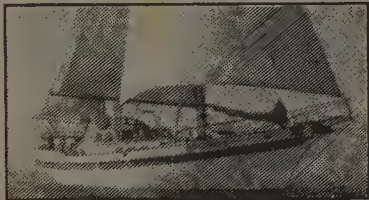
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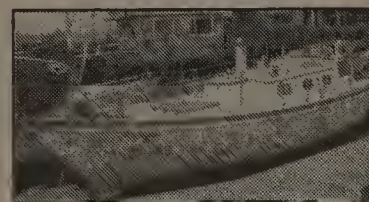
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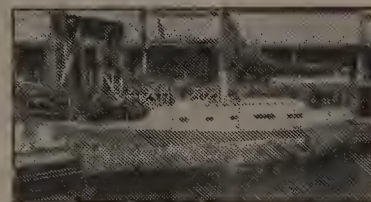
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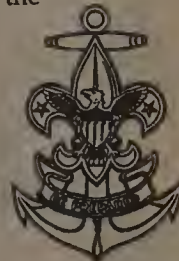


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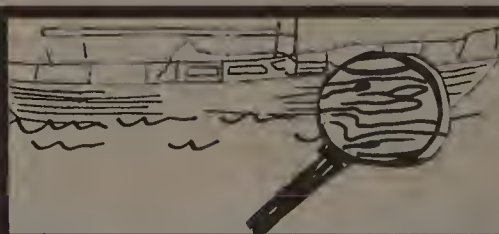
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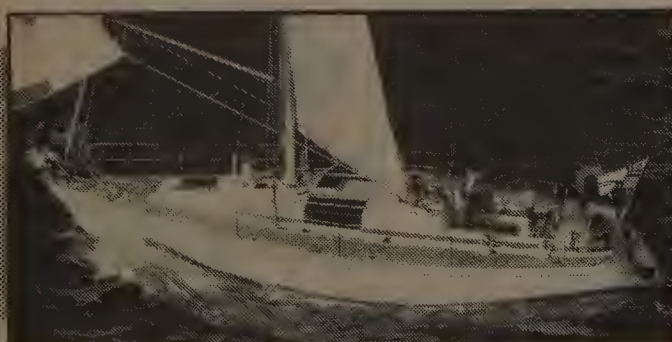
Sincerely,
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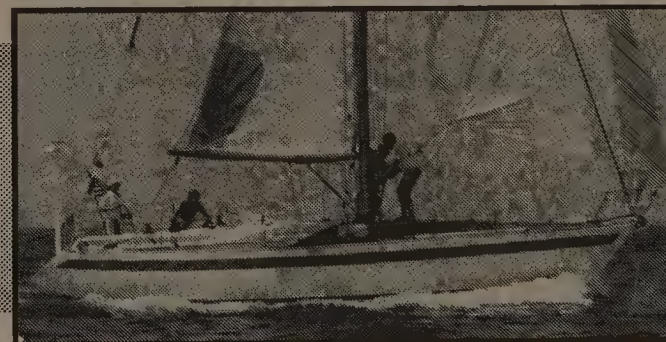
SWAN 44 URSA (1992): Frers design cruise quipped with shallow draft bulb keel,, swim platform, (2) GPSs, (2) autopilots, IBM-PC, SSB, Ham, weatherfax, radar, furling jib, watermaker, central heating. New condition. Friday Hrbr, WA. \$495,000.



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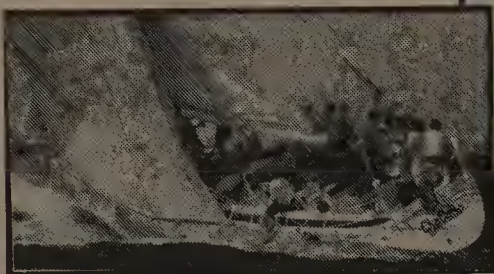


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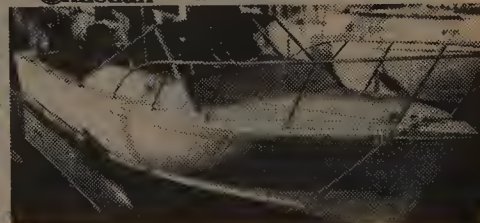
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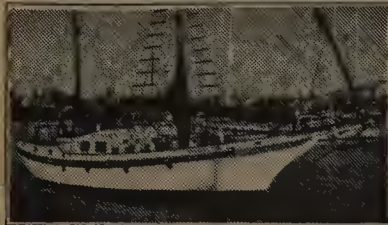
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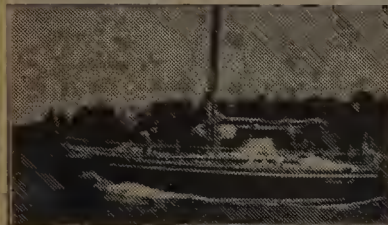
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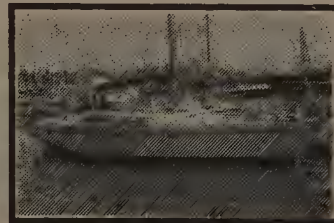
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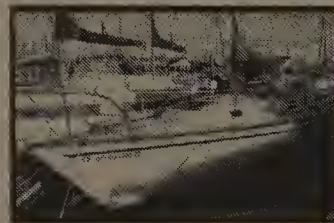
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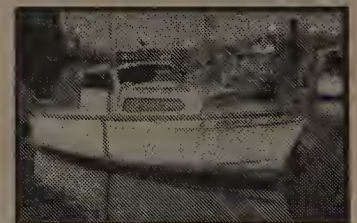
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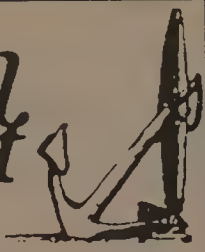
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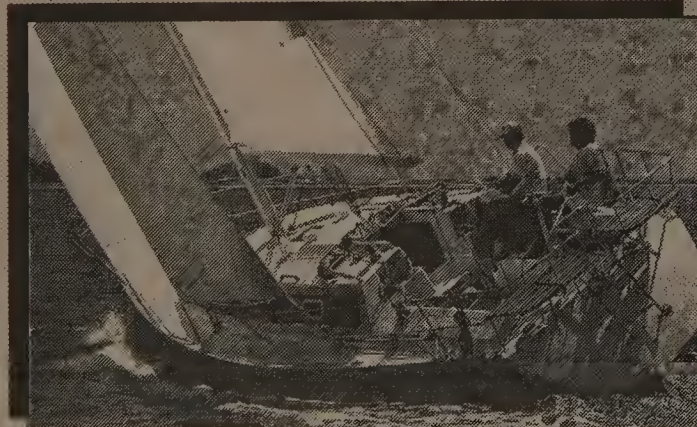
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36' S2, '85	69,000
35' Rough Water, '73	45,500
35' Rafiki, '80	57,000
35' Ericson, '73	30,000
35' Cheoy Lee, '58	30,000
35' C&C Landfall, '81	50,000
35' Coronado, '72	30,000
35' Hughes, '79	30,000
34' Wylie, '79	30,000
34' Tartan Yawl, '74	36,000
34' Columbia, '73	30,000
34' Columbia, '71	Inquire

33' 6 Meter, '84	40,000
32' Friendship Sloop, '75	10,000
31' Hunter, '83	27,000
31' Cheoy Lee, '73	30,000
30' Cal 330, '75	18,500
30' Catalina, '72	49,900
30' Capri, '83	18,000
29' Ericson, '71	15,000
29' Ericson, '71	15,900
28' Wylie, '74	18,000
28' Hawkfarm, '77	15,500
28' Ericson, '84	24,500
27' Santana, '68	17,000
27' Hunter, '80	16,000
27' Ericson, '74	22,000
27' Cheoy Lee, '69	18,000
27' Bristol, '76	14,500
26' Pearson, '79	7,000
25' Yamaha, '78	14,950
25' U.S., '87	7,500
24' J/24, '80	16,950
24' Gladiator, '65	6,000
22' O'Day, '75	3,900
22' MacGregor, '84	5,500
20' Cal, '67	2,500

POWER

67' Garden MV, '60	339,000
63' Monk, '76	Trade/319,000
57' Chris Craft Connie, '68	170,000
47' Pacemaker	150,000
45' Mathews, '65	39,000
43' Pacemaker, '63, Owner/carry	40,000
41' Pt, '78	97,000
41' Monterey, '69	12,000
41' Burns Craft, '81, SF	Offers/62,000
40' Golden Star Trawler, '84	105,000
40' Defever, '72 MY	65,000
39' Chris Craft Stinger, '85	53,000
38' Trawler, '39	25,000
38' Pt, '81	89,000
38' Hunter, '59	19,000
36' Viking, '64	Offers

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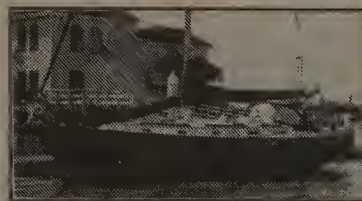
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34' Bayliner Trophy	68,500
34' Carver Santiago	105,000
36' Hatteras S.F.	72,500
36' Carver Mariner	105,000
38' Bayliner, diesel	109,000
40' Kha Shing ACMY	129,000
44' Bestway	158,000

SELECTED LISTINGS

22' O'Day (o/b & new jib)	2,500
27' Ericson	2 from 11,000
27' Yankee	10,364
27' O'Day	13,500
27' Catalina (AP ++)	SOLD
28' Islander, nice	18,900
29' Ericson	14,900

30' Catalina	22,900
30' Santana, clean!	19,000
31' Dufour +++equip.	29,000
36' Islander new listing	28,500
37' O'Day liveaboard	34,000
37' Ericson	54,900
39' Cal, hull #3	41,500

SAIL

42' Pearson 424	119,000
42' Golden Wave	119,000
44' Hylas '84	165,000
44' Lancer Motorsailer	99,000
65' MacGregor	135,000

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'88 33'11 Panda 34	125,000	'80 43' Hans Christian 43	129,000
'75 34' Pearson	107,000	'81 43' Hans Christian 43	149,900
'89 34'01 Pacific Seacraft Crealock	114,500	'81 43'10 Peterson 44	110,000
'90 35'06 C&C 34	109,000	'81 43'10 Nordic 44	144,900
'93 36' Hunter Vision 36	104,900	'80 43' Tanton Cat Ketch	125,000
'75 37' Toyano	90,000	'84 43'03 Ron Holland	87,500
'87 37'10 C&C 38	98,700	'84 44' Freedom	149,500
'88 37'10 C&C 38	125,000	'80 44'07 Lancer Motorsailer	125,000
'89 37'08 Ericson 38	105,000	'82 44' Lancer Motorsailer	94,500
'88 37'11 Freedom 38	139,900	'83 44'08 Excalibur	99,000
'80 38' Morgan	69,750	'85 44'08 Gib Sea Master 126	95,000
'87 38'02 Beneteau Oceanis 39	105,000	'80 45' Oawn East Center Cockpit	115,000
'86 38' C&C 38	122,000	'80 45' Oawn East	119,000
'92 38'10 Gulf 39	109,000	'80 45' Fuji 45	169,500
'80 38' Hans Christian 38	110,000	'84 45' Jeanneau	145,000
'81 39' Gulfstar 37	89,900	'87 46' Marine Trader	164,000
'81 39'11 Valiant Pilothouse	147,000	'80 46' Peterson	114,000
'86 39'06 Custom	89,500	'81 46' Formosa	89,000
'87 40'09 C&C 41	125,000	'81 46' Peterson	110,000
'83 40' Lancer 40	89,000	'79 47' Bluewater	119,000
'89 41'10 Catalina	110,000	'87 47' Compass	159,000
'86 41'01 Jeanneau Sun Legend	108,495	'81 47'08 Mapleleaf 48	165,000
'82 47'09 Toyano 42	2 from 127,500	'84 47'09 Capricorn 48	169,000
'81 41' CT 41	83,000	'85 47' Kaufman/Ladd	139,900
'81 42' Pearson	95,000	'83 47' Stevens	189,000
'90 42' Catalina 42	119,000	'82 50' Offshore 50	129,900
'82 42' Golden Wave	119,000	'72 50' Columbia	119,000
'90 42'06 Hunter Passage 42	2 from 149,900	'78 50' Gulfstar	149,000
'81 42'04 Pearson 424	93,000	'81 51' Hudson Pilothouse	165,000
'82 42'04 Pearson 424	133,000	'87 51' Barefoot 51	99,000
'88 42'01 Hylas 42	164,900	'82 52' Seldon	110,000
'80 42'06 Spindrift Pilothouse	124,000	'90 53' Cheoy Lee	479,000
'87 43' Beneteau Moorings 43	135,000	'86 61' Genmarine	125,000

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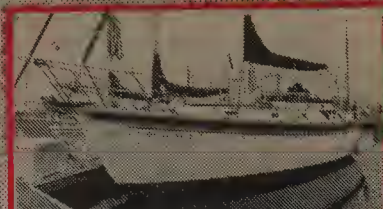
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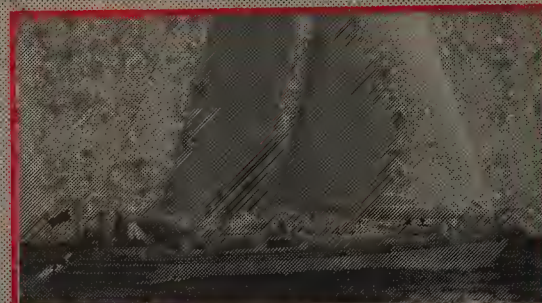
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36' WATKINS, 1981. Center cockpit sloop with enormous aft cabin, refrigeration and roller furling jib. \$45,000.

SAIL			LOD BUILDER			YR PRICE			LOD BUILDER			YR PRICE			LOD BUILDER			YR PRICE		
LOD	BUILDER	YR	PRICE	35'	SANTANA	80	\$47,000	28'	NEWPORT	77	\$12,000	42'	CHRIS F/G SPORTFISHER	'75	\$75,000					
65'	MacGREGOR	'87	\$137,500	34'	WYLIE	'79	\$34,000	27'	CAL	'74	\$17,500	40'	BLUEWATER	'78	\$69,500					
54'	VEN tops'l schooner	'79	\$195,000	34'	HUNTER	'84	\$45,000	27'	ERICSON	'74	\$17,000	40'	CRUIS-A-HOME	'75	\$55,000					
51'	MORGAN O/I KTCH	'76	\$115,000	33'	NANTUCKET	'84	\$58,000	26'	ERICSON	'85	\$24,750	40'	CHRIS CRAFT	'49	\$25,000					
46'	MORGAN	'79	\$126,000	33'	HUNTER	'79	\$29,000					38'	BAYLINER	'87	\$115,000					
45'	JEANNEAU	'84	\$145,000	33'	PETERSON	'79	\$20,000	POWER												
41'	GARDEN	'73	\$65,000	33'	RANGER	'75	\$24,950	LOD	BUILDER	YR	PRICE	38'	HUNTER	'59	\$23,000					
41'	RHODES	'66	\$60,000	32'	WESTSAIL	'78	\$45,000	75'	WESTIDE FG MY	'86	\$1,195,000	38'	BAYLINER	'91	\$123,000					
41'	MORGAN	'73	\$61,500	32'	ARIES	'76	\$24,000	65'	CHRIS ROAMER	'71	\$425,000	36'	CHRIS CRAFT	'61	\$33,000					
41'	MORGAN	'79	\$72,000	32'	COLUMBIA	'76	\$24,500	65'	CUSTOM CHARTER	'78	\$275,000	36'	EGG HARBOR	'78	\$115,000					
40'	C & C	'82	\$72,000	32'	MORGAN	'79	\$39,000	60'	BURGER	'57	\$285,000	35'	CHRIS CRAFT	'68	\$58,500					
40'	ISLNDR-PETERSON	'80	\$64,000	32'	WESTSAIL	'76	\$45,000	55'	CHRIS CRAFT	'62	\$119,000	34'	JOHNSON	'28	\$20,000					
39'	C & C	'73	\$77,000	31'	COLUMBIA	'66	\$21,000	53'	HATTERAS	'79	\$345,000	34'	CALIFORNIAN	'78	\$60,000					
38'	ERICSON	'81	\$59,000	30'	CHEDY LEE		\$19,000	53'	BLUEWATER	'80	\$179,000	34'	CALIFORNIAN	'80	\$58,500					
37'	HUNTER LEGEND	'88	\$84,500	30'	CATALINA	2 from	\$22,000	50'	TROJAN/SHEPHERD	'69	\$147,000	34'	CHRIS CRAFT	'91	\$78,000					
37'	ISLANDER	'68	\$44,000	30'	ISLANDER MKII	'71	\$17,500	49'	MARINE TRADER	'78	\$175,000	33'	CHRIS CRAFT 336	'84	\$49,900					
37'	RANGER, dsl	'73	\$42,500	30'	PEARSON 303	'84	\$46,666	49'	ALBIN TRAWLER	'80	\$135,000	32'	CARVER, AFT CABIN		\$68,750					
37'	TAYANA	'78	\$67,000	29'	ERICSON	'77	\$19,500	47'	STEPHENS	'60	\$179,000	32'	UNIFLITE	'79	\$49,500					
36'	HERITAGE	'78	\$59,000	29'	BUCCANEER		\$19,000	46'	CHRIS CRAFT	'64	\$69,000	31'	RIVA	'78	\$88,750					
36'	ISLANDER	5 from	\$33,000	29'	CAL		\$19,000	45'	LANCER	'81	\$142,500	28'	CARVER	'85	\$35,000					
36'	PEARSON	'85	\$85,000	28'	CATALINA	'92	\$40,000	44'	LUHRS	'70	\$72,500	28'	SEA RAY	'86	\$33,000					
36'	S2, center cockpit	'84	\$75,000	28'	ISLANDER	'83	\$19,500	42'	PONDEROSA	'85	\$170,000	28'	BAYLINER	'79	\$15,000					
36'	GULFSTAR	'72	\$45,000	28'	ISLANDER	'77	\$19,000	42'	UNIFLITE MY	'84	\$159,000	25'	BAYLINER	'85	\$22,500					
36'	CATALINA	'87	\$69,900	28'	ISLANDER	'85	\$27,900													



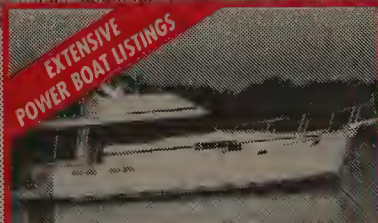
65' BRISALL, 1967. New Zealand built, solid steel cutter, world class racing yacht, ready to go. New listing. \$290,000.



54' VENKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel pilothouse schooner. High quality construction, watertight bulkheads. A finely fitted yacht. \$195,000.



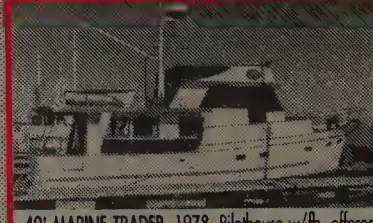
36' GULFSTAR, 1972. Motorsailer, liveaboard, autopilot, 2 heads, refrigeration, 3 kw generator. \$45,000.



38' BAYLINER. Two heads, two staterooms, comfort, convenience. 3 from \$99,000.



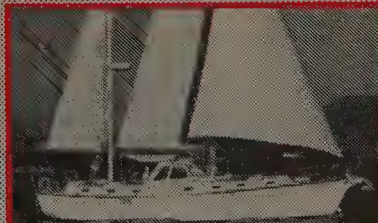
38' ERICSON. Roller furling, autopilot, aft stateroom. \$59,000.



49' MARINE TRADER, 1978. Pilothouse w/ftb, offered by orig. owner, less than 200 hrs. on twin Ford Lehmans. Clean! \$175,000.



41' ENERGY, 1988. Lavaronis 2-ton cutter. Exotic wood interior, teak decks, 200 mile/day, Pacific vet. \$89,500.



46' MORGAN, 1979. Brewer design ketch. SSB, VHF, autopilot, SatNav, radar, davits, modern galley, new upholstery, Vacuflush head. \$109,000.



45' JEANNEAU, 1984. Loaded, 3 stateroom sloop, 6.5 kw gen., SSB, SatNav, autopilot, watermaker, AC & refig., B & G instruments. \$125,000.



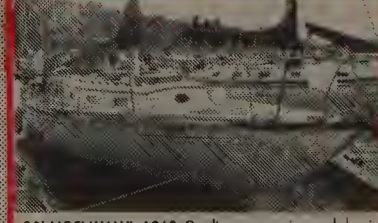
32' MORGAN, 1979. Solid pocket cruiser. Autopilot, dinghy, watermaker, new mainsail. \$39,000.

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36' ISLANDER, 1979. Deluxe teak & oak interior, pressure water, Westerbeke diesel, immaculate. \$45,000.

40' PETERSON, '80, very fast 64,000
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38' ALDEN YAWL, 1963. Quality construction and classic lines, built to Lloyd's specifications, superb mahogany joinery. \$48,000.



33' NANTUCKET, 1984. Center cockpit sloop, with autopilot, radar, and roller furling. \$58,000.



35' BRISTOL, 1978. Quality construction, roller furling, Skeg rudder, low price for quick sale. \$49,500.

31' COLUMBIA, C. Morgan design 21,000
38' ALDEN 48,500

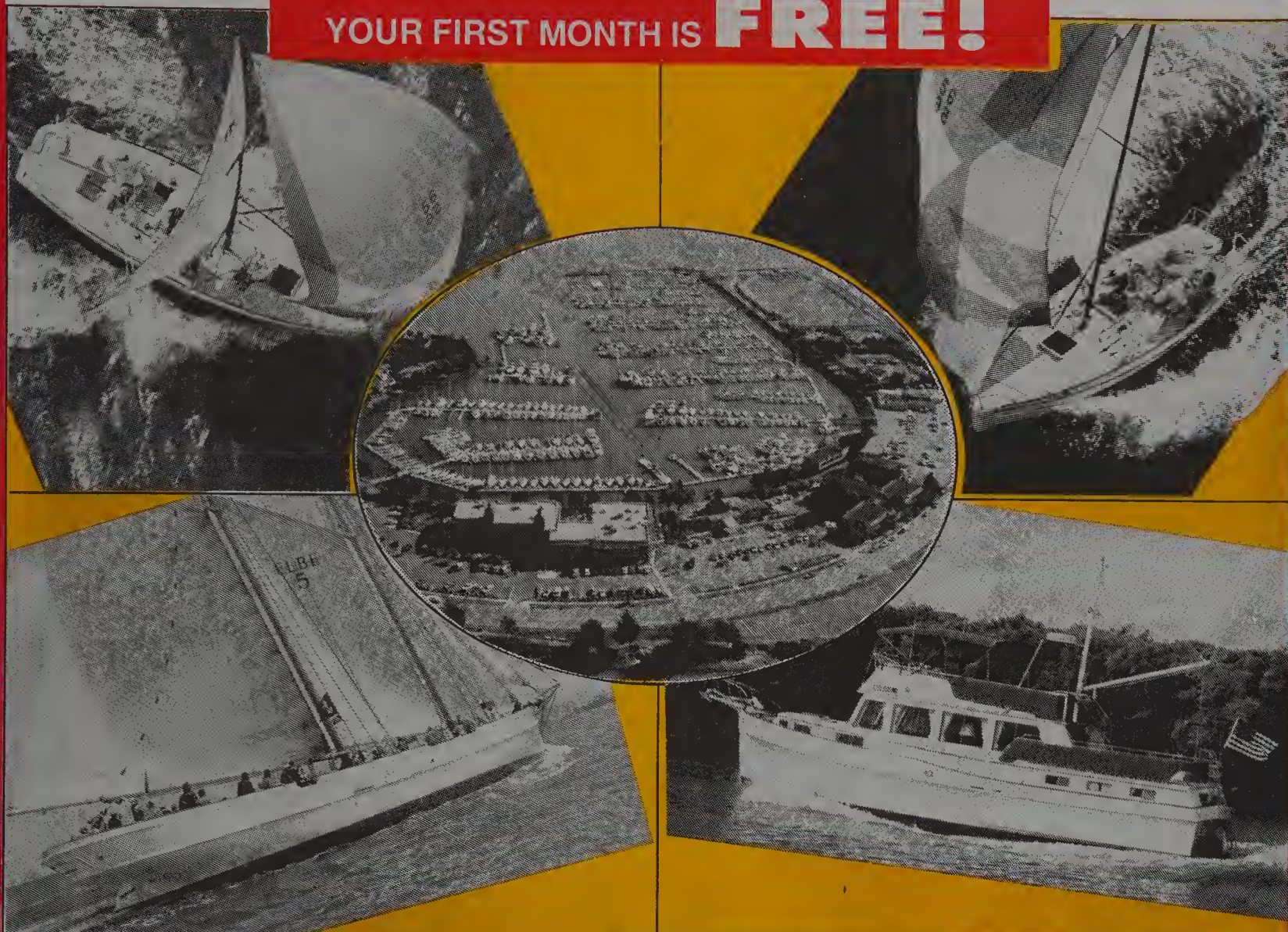


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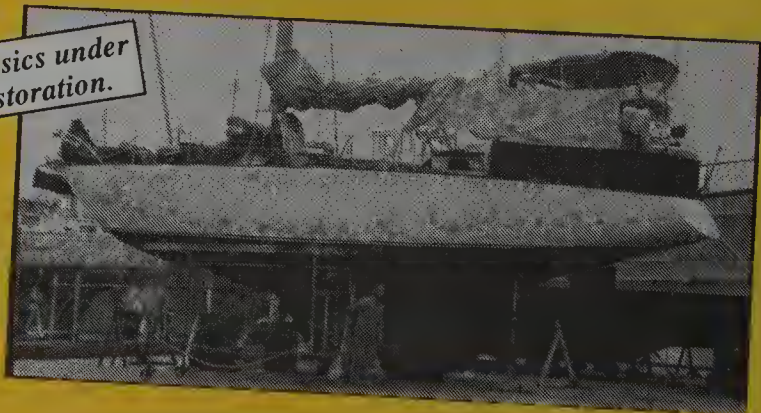


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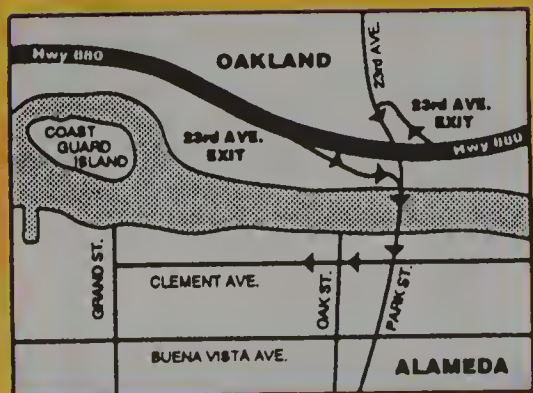


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